Hongkong Weekly

日七初月正年四十三緒光



就八月二年八零百九千一英港香

DIRECTORY & CHRONICLI

Orders may be sent to t Hongkeng Daily Press Office and to the Local Booksellers

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ESTABLISHED 1857

HONGKONG, SATURDAY, FEBRUARY 8TH, 1908.

No. 15,541. 蛇一十四百五千五萬一館

WATSON'S COLD CURE

SPEEDY RELIEF AND CURE OF COLD IN THE HEAD & INFLUENZA.

TABLETS

WATSON & CO.. LIMITED.

THE HONGKONG DISPENSARY. ALEXANDRA BUILDINGS.

GREEN ISLAND CEMENT COMPANY

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rlongkong, 3rd O ober, 1907. AUTOMATIU BROWNING

POCKET

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMBSEN & CO. Hongkong, 6th March, 19.1.

PISTOLS.

AUTOMATIC MAUSER PISTOLS.

CALIBR. 2.7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & CO. Agents. Hongkong, 13th-March, 1907.

NEW CARTRIDGES.

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WM. SCHMIDT & CO. Hougkong, 26th October, 1906.

1. TACK & CO.. 26, DES VEUX ROAD, CENTRAL,

JUST ARRIVED : A LARGE STOCK

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DEVELOPING AND PRINTING FOR AMATEURS CAREFULLY UNDERTAKEN. Hongkong, 2nd Deember, 1907.

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Developing and Printing Undertaken. Hongkong, 31st July, 1907,

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[697-1]

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WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS Hongkong, 27th January, 1908.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the as the Crown Agents. Unless we have Editor, not for publication but as evidence of good

All letters for publication should be written on ene side of the paper only.

No enonymously signed communications that have already appeared in other papers will be inserted, Orders for entra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphie Address : PRESS. Codes: A.B.O. 5th Ed. Lieber.

P. O. Box, 84. Telephone No. 12. Hongkong Office: 10a, Des Volt. Road C LOYDOR OFFICH: 131. FLEST STREET. E.C.

HONGKONG, FEBRUARY STH, 1908.

last estimate of the total cost to the Colony (exclusive of workshops) wirks out THE railway question simply bristles with nearly \$450,000 per mile (\$447,727.75). Hi different points of view, none of which can Excellency's assurance that he will use his well be ignored. Unfortunately, few of us utmost endeavours to insure economy can claim competence to discuss them all. every detail, without cheeseparing, is very When estimates are submitted for a railway gratifying; it would be still more so ifin a new country, it is nothing new to find could feel certain that His Excellency is in them being exceeded. It is only to be exa position to make the deed as good as his good will; but as we have tried to show. pected. But when they happen to be so his protestations, in the circumstances, cangreatly exceeded as is the case with those first submitted for our short line, enquiry pot be expected to carry very much more is as proper as it is natural. No amount weight than those of our representatives of official palliation can abolish the con- who have voiced the public unensiness. clusion that the estimates in this case must have been arrived at mainly by a process of guess work. Even then the trouble is Ramos cinematograph produced \$100.50 for the Society of St. Vincent de Paul. not all stated. Should the expenditure have swollen to the dimensions it has? Very few men can see why such a she line Milk Carriera Musical Association has been "should cost so much. One popular station started to train members to call "Milk-oh!" does not lead itself to much argument. A in dulest tones, as well as to hold smoking shrug_of the shoulders, the three words "Crown Agents again," and the answer is obvious to most men. Then there comes Court yesterday a Chinese woman was fined the extraordinary variety of opinion as to \$15, with the alternative of one month's the best alignment, by the admittedly imprisonment for dumping the dead body of a obild in Water Street, West Point. competent engineers. A battle of routes, in which the anateur surveyor is sometimes less disinterested than dogmatic, has been spared us, but in its place we have had a fifty-nine years of his life in idleness. "That chopping and changing by men we can trust to be at once competent and disinterested, did a little 'opping." At the Legislative Council on Thursday, His Excellency was obliged to point this out, and at the same time ingeniously explained the reasons, which by the nonlors that the line was demanded practically in Canada in 1866.

The growth of Los Angeles is the wonder of the century. In 1890 the city of Los Angeles had a population of 50,375. In 1900 she had reached the 100,000, mark. To day Los Augeles has a population of close on to 290,000. the terminus of the great trunk line that will eventually connect the north and south

respective of its cost or earnings. Those

them. The line had to be, to preserve the

of China. Yet it almost seems clear from

His Excellency's remarks that this aspect

first estimates (totalling only five million

dollars) were published. The single bridges

and so forth were projected as if for a

merely local line. However that may be,

and while there should be no niggardly

carping over fractional expenses in such a

momentous undertaking, which is moreover

Colony, there is a difference between

legitimate and unfor seen augmentations

a fear, of the latter that prompted the

anxious enquiries that led to His Excellency.

making the full statement on railway affairs

emphasis was placed on the statement that

the Colony that pays the piper has retained

control of all important factors, but how

worthless this local control really is, so far

as limiting the expenditure goes, is quite

State for the Colonies who decided that the

line-should be constructed on the depart-

mental system, by the Crown Agents. As

a correspondent recently pointed out in our

columns, quoting Malaysian experiences,

this alone makes the local control ineffective

in the all-important matter of cost. Estimate

or no estimates, the ultimate outgo thus

Excellency admitted that the system allows

of very little local control over the consult.

ing engineers, and even if it did, those emi-

nent gentlemen are usually in a position to

lead all but the most cautious and thrifty

clients by the nose. Under the Crown

Agent system extensive purchases of mu-

terial take place on what may be dubbed the

"tied-house" principle; not only are large

economies otherwise possible lost sight of

strengthened makes artificial prices. Several

cost of rails that has never been answered,

yet it should not have been difficult to as-

certain the difference between the cost of

rails to this line and the quotation for

the same rails to the Kwangtung com-

we have, such a comparison would show

startling difference to the disadvantage of

this line. It is interesting and instruct-

ive at the same time to note that the only

estimates that have not had to be materially

modified are those submitted by the Director

of Public Works, who, of course, possesses

the indispensable local knowledge and ex-

perience that no employee of the Crown

Agents can claim. The valuable interven-

tion of the same local official in the matter

of-purchasing marine lots was also grate-

fully acknowledged by His Excellency, whose

A benefit exhibition of Messrs, Ramos Y

Before Mr. H. H. J. Gomperts at the Police

Court was said by a constable to have spent the

is not true," retorted the man, in tones of the

deepest indignation. "I have worked. I once

becomes as uncertain in amount as that of

man who forwards a cheque signed

with the amount and date unfilled in.

was temporarily lost sight of when the

were not his words, but the broad effect

predominance of Hongkong, by making

opera and writes for his paper. At Bracelano some interesting experiments are being carried out by the Italian Government. by means of wireless telegraphy installations in war balloons. The total weight of the receiving and transmitting apparatus is just under licut. and the necessary current is generated by a services rendered in connection with Trade and 4th.p. motor, which allows messages to be sont for about sixty miles.

peaking at the dinner of the Old Newenheimers' Society, Mr. R. Northcott said that the German Emperor always held a high opinion of Cecil Rhodes. "I wish you were a German," he once said to Rhodes, " for I would generally regarded as a vital issue for this appoint you director of my foreign affairs." "That," replied Rhodes, "is a great compliment, sir, but I respectfully assure you that of cost, and preventible extravagance. It if you had been an Englishman I should have

was, we suppose, a suspicion, or at least At Volbook, a little place near Munster Germany, one of the notable figures has been for several years the water doctor, a peasant named Josef Garthaus. His "practice" is an great, says a Frankfurt paper, that he will seappearing in our issue of yesterday. Much patients on three-days-in the week-only. The "doctor" was recently summoned before the tax officers, to whon he had never made a statement as to his income. Even before that body he would make no statement, and paid the tax on the anthorities' estimate of 14,000 marks. easily discovered. It was the secretary of

An old woman in Orkney was noted for selling whisky on the sly. Her house was a few miles from the town, and the excise officers had often tried, but in vain, to get her couvicted. young officer was appointed to the place, who said on being told about her, that he would soon secure her conviction. Early one-morning he left home and arrived at the old woman's house at seven o'clock. Walking in, he saw no one Noticing a bell on the table, he rang it. The old woman appeared, and he asked for a glass of milk. After a little he rang again, and the old woman, appeared. He asked if she had any whisky, "Aye, sir," she said, "we sye have some in the bottle," setting it down before him, Then, thanking her, he laid down a sovereign, which she took and walked out. After helping himself he rang and asked for the change. "Change, sir ?" sai I the old woman. "There's mae change. We hae nae licence. Fat we gie we gie in presents; fat we tak we tak in presents, so good day, sir." The excise man left the house a sadder but wiser personage.

-By-kind permission of Lieut. Col. W. Scott but prices are apt to be unreasonably. Moncrieff and officers, the band of the Third inflated. It means that a demand artificially Battalion "The Duke of Cambridge's Own (Middlesex Regiment) will play the following programme of music, during dinner at the months ago we printed a query as to the Hongkong Hotel, this (Saturday) evening: --March "Advance Guard," Hume/ Valse "Künstler leben," Straus Selection...... "Lady Molly.", Adams " Light Cavalry,"..... Suppe (a) Two Step... "Cherries,"..... Cremieux (b) New Dance "Pilou Pilou,"..... Clerice pany, which buys without the expensive Selection "Dorothy," Celliers Polka "Leopoldstädter," Strause assistance of that feudal corporation known Regimental Marches. God bless the Prince of Wales. been misinformed, and we do not believe

God save the King. DINNER MENU-Hors-D'Œdvres-Olive Farcies. Soup-Clear Royal. Fish-Boiled Fish and Anchovy Sauce. Entrées-Veal Cutlets an i Green Peas, Stewed Sheep's Head and Mushrooms, Lobster Patties. Curry-Malay. Joints, &c .-Roast Lamb and Mint Sauce, Roast Capon and Sausage, Boiled York Ham and Champagne Sauce, Cold Corned Brisket of Beef and Beetroot Salad (H. Garden). Sweet :- Baked Chestnut Custard Pudding, Apricot Ico Cream and Finger Cakes, Treacle Tert. Tipsy Cake. Dessert-Coffee-

At a meeting of the Special Committee of the Federation of Masters Cotton Spinners Association, appointed to deal with the ring spinning question, the following resolution was unanimously adopted: "That in view of the fact that firms owning 96 per cent. of the spindles in the Federation are prepared to support the committee by closing their mills, it is hereby decided to call upon all firms in the Federation to give their workpeople one week's notice on the making-up day in the week ending January 18,1908, of their intention to close their mills until further notice." In a circular issued to the five hundred firms in the Federation the committee notify this resolution, and add that in dealing with this question it is not intended to put the penalty clause into operation, but that the committee is confidently relying on the honour and loyalty of every firm in the Federa tion. The effect of the decision regarding the penalty clause is that firms will not be at liberty to continue running on payment of special levies, and a general adoption of the lock-out proposals is now practically assured.

With reference to the reports which have The Earlsfield, Southfields, and Wandsworth been current in diplomatic circles regarding the retirement of Sir Frank Lascelles, it is understood in Berlin that the Ambassador's appointment automatically expires in October, and ishardly likely to be renewed. Sir Frank Lascelles was accredited to Berlin for five years in 1896, and his appointment was renewed in 1901 till 1906, and was then extended for a period of two years. Sir Frank went to Berlin at the end of 1895, just before the famous "Krüger telegram" incident. He is extremely popular with the Emperor and all circles he has A man who appeared at the Willesden Police come in contact with, and his departure will be universally regretted. During his tenure of the Berlin Embassy Anglo-German relations have been subject at times to the severest strain. The improvement which culminated in the The War office is nothing if not impetuous. | Emperor's recent visit is in Berlin attributed Mr. P. Bryan, of Exmouth, who was a corporal in a great measure to his Excellency's eminent. in the 4th Battalion of the Rifle Brigade, and tact and foresight, and he will leave holds a medal and clasp for the Afghan war, successor a post the difficulties of which have expert must be accepted without demur, has just received a medal and clasp for the part | been appreciably diminished by the present His Excellency also reminded the council. he took in helping to suppress the Fenian Reld improvement in the relations between the two countries.

M. Edouard Fetis, of Brussels, who has just entered his 97th year, is the oldest musical eritic in the world. For more than 75 years he has been chief musical critic of the "Indépendance Belge." He still regularly attends the

Mr. Francisco Tse Yat has just had conferred

apon him by His Majesty, the Emperor France Joseph I of Austria, the Order of the "Golden Cross of Merit with the Crown," for meritorious Commerce in the Far East. Mr. Francisco Tse Yat is one of our most prominent Chinese business men, and has been associated with the for Austrian Lloyd Steam Ship Company, for upward of thirty years. He has also been closely connected with the Hamburg Amerika Linie, the Navigazione Generale Italiana line:

and other companies in this Celony, and as General Manager of Wing Kee & Co. has undertaken the work of coaling all the ships of His Majesty's Fleet in Hongkong Harbour during the past ten years. We are told this is the first instance of a Chinese merchant receiv-

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

ing a decoration from the Emperor of Austria.

At the City Hell last night the Scottish Masonic Quadrille Association held another of the enjoyable monthly dances to which more interest attached than usual by reason of the fact that the brothron appeared in regalis, thus heightening the spectacular effect which was particularly noticeable in the square dancer, where the blending of colour was very effective. There was even a larger attendance than in former dancer, and, as before, another success Paris has to be recorded. As usual, the energetic secretary, Mr. J. J. Blake, had made adequate arrangements, being well supported by the capable dance committee. 'As M's. C., Mesers, McLeod and Sibbit discharged their duties to the satisfaction of all concerned, and Machado's String Band provided excellent music. Nothing was neglected that forethought could provide to make the evening a success, and from the time dancing started-shortly after nine o'clockuntil the early morning hours, "all went merry as a marriage bell." It is time that local participants in the "Lancers" should know it is no longer fashionable in the best circles to romp shrough the figures, so espable of graceful and stately movement

LOCAL SPORT.

CRICKET.

CIVIL SERVICE W. HONGKONG. The following will represent the Civil Service ground, at 2.15 p.m. sharp to-day :- Hon. Dr. Atkinson, H. T. Jackmin (Capt.), P. T Lamble, F. A. Biden, R. O. Hutchison, R. Witchell, L. E. Brett, P. R. Adams, A. Pile E. W. Dawson and A. N.-Other, Umpire,

CRAIGENGOWER V. TELEGRAPATO This make were some proper as day at 2.15 p.m. on the Naval ground. The following will represent the Craigengower Club:-L. E. Lammert (Capt.), R. Basa, A. O. Brawn H. L. Manderson, G. A., Hancock, G. Evans, E. Irving, R. Pestonji, L. A. Rose, J. D. Kinnaird and De. F. H. Kew.

Mr. W. H. Woolley.

HONGKONG CRICKET LEAGUE.

LEAGUE TABLE. The following is the table up to date:-

R. G. Artillery Telegraphs -3 Departmental Corps Hongkong "A"

FOOTBALL.

The match in the 2nd round of the H K.F.C Shield Competition, H.M.S. "Tamar" versus L. F. Club, has been postponed, as to-day is the date for the funeral of the late King Carlos

ASSOCIATION FOOTB LL.

The following will play for the Hongkong Rugby Football Club in an Association game against the Y. M. C. A. Football Club at 4.30 p.m. to-day the 8th instant. The Rugby team will play in white, H. V. Wilkinson, E G. Carroll, E. C. East, G. D. Mollraith, T. C. 1948. Vernon, F. C. Hall, A, O. Lang, A. A. Claxton, A. Gregory, A. W. Other and S. N. Some-

CHINA'S STEERABLE BALLOON.

Most of the newspapers from Home recognize the Petit Journal's story of a Chinese invented aluminium dirigible balloon for the stupid hoax it is. The Globe plays with the name of the 'inventor," Tze Tean-tasi, and remarks We do not know how it is pronounced, but a good healthy sneese would probably meet the requirements of the situation.".

If the Petit Journal really has a correspondent in Hongkong, which we doubt, we compliment him on his sense of humour more than on his respect for verité. Dr. Clemens got sick of everything being attributed to Michel Angelo, and we are beginning to feel similar impatience with this foolish disposition to credit the Chinese with inventing everything.

At St. Andrew's Church, Kowloon, special (Sunday) towards the Great Thankoffering, to be presented in connection with the Pan-Anglican Conference and commemorating God's blessing woon the work of the Anglican Communion throughout the world. Holy Communion at 8 a.m. Morning Prayer at 11 (attended D. V. by "C of E party of Cameron Highlanders as their Parade Bervice) when the Rev. A. Stevens (chaplain) will preach, Evening Prayer at 6 p.m. when the preacher will be the Rev. A. D. Stewart.

CELEGRAMS.

["DAILY PRIME" EXCLUSIVE SERVICE.] FOURTH TEST MATCH.

The Tebruary 7th. In the fourth test match the Australians are all out for 214, of which Ransford compiled 51. The the loss of no wickets when stumpa were drawn.

GERMANY.

London, February 7th. The secretary of the German Treasury has resigned.

MOROCCO.

LONDON, February 7th Kaid Maclean has arrived Tangier, little the worse for treacherous imprisonment by Raisuli.

EX-DICTATOR FRANCO.

London, February 7th. Senhor Franco, the ex-Prime Minister of Portugal, is journeying to

PRUTER'S SERVICE.

THE PORT ARTHUR COURT 350 MARTIAL.

LONDON, February 5th. Advices from St. Potersburg state that the Public Prosecutor, at the Court Martial demanded the penalty of death on Generals Stoessel, Reiss and Fock, and ten years in a fortress on General Smirnoff.

THE CRUISE OF UNITED STATES BATTLESHIPS.

London, February 5th.

The correspondent of the Times in Washington wires that reports are current that Admiral Evan's fleet will be re-inforced by C. C. against the Hongkong-C. C. on C. S. a number of new battleships and cruisers, and that a fleet of 8 vessels will be left at the Philippines on the homeward voyage.

> THE CHINESE MINISTER TO ST. PETERSBURG. LAUNION, ECURUARY OLD.

The Chinese Minister has presented his credentials to the Tsar.

ALLEGED ATTEMPT TO SMUGGLE ARMS.

A JAPANESE STEAMER ABBESTED.

On Thursday a Japanese steamer called the "Taken Maru No. 2" was arrested by the Chinese Imperial Maritime Customs in Chinese territorial waters near Macao, and escorted by two Chinese guuboats and a revenue cruiser to. Canton. The steamer had on board 15,000 Mauser rifles and 47,000 rounds of ammunition consigned by a Japanese firm at Osaka to Messrs. Kwong. Vo & Co., of Macao who are licensed by the Macao Government to deal in Arms, and she carried also a shipment of coal for Hongkong.

It is alleged that when the steamer was select preparations were being made in Chinese territorial waters to tranship the arms and ammunition into fishing boats. On the other hand, it is asserted that the state of the tide at the time the vessel reached Point Cabrita did not admit of her proceeding into the harbour of Macao, and she anchored to await the rise of the tide and the arrival of a piles, the consig nees meanwhile making arrangements for discharging the cargo. It is denied that there was any intention to discharge the cargo in Chinese territorial waters.

The "Talun-Marn" is an old Blue Funne liner (the Polyphemus) her not tonnage being

THE BANDMANNS.

The Bandmann Comedy Company paid return visit to the colony yesterday and an notified in our advertisement columns staged that popular piece, "Sunday," which has had | such a successful run at the Comedy Theatre, London. Evidently something out of the ordinary run of theatrical productions was expected as the Theatre Royal was more than com fort. ably filled, and those present had no cause to complain, for the performance was quite up to the excellent standard their previous efforts have led us to expect of the Bandmann Comedy on the suppression of the tax on markets. Company: The play is quite a new one to Hongkong, and abounds in stirring situations, and the efforts of the principals drew unstinted applause from those present, Miss Hamer and Mr. Claude King taking the leading roles with bud for the time being, may revive in more collections will be made at all services to-morrow pleasing ability. The honours among the rest dangerous forms. It may be noted in this conwere evenly divided all working hard to bring their ferewell performance to a successful conclusion. The Bandmanns, we understand, leave

> We received last night, too late for publicatien, a letter from Mr. Murray Stewart. ahall appear on Monday.

Hongkong by the English Mail.

"POOH BAH," R,N,

NAVAL OFFICERS TO DIRECT THE REPAIRS OF THEIR OWN BRIPS

The Admiralty have long been convinced that far too much work, in the way of repairs to ships, is done in the royal dookyards, and they have decided that naval officers shall be given a course of technical instruction which shall enable the majority of the smaller repairs to be carried out on board the ships themselves,

The original syllabus of this course was funny enough but the one which has just been issued English team had scored nine runs by the Commander-in-Chief at Portsmouth, under instructions from the Admiralty, is described by naval officers as "the limit." It is as follows :-

First week: Tuesday, dockyard smitheries, shipbuilding and erecting shop. Wednesday, torpedo tubes and indicators, electrical annealing and fusing, iron foundry and pattern shop. Thursday, fitting shop, machinery and heating apparatus pneumatic drill and hammers, automalic machines, testing springs, gauges, and cylinders.

Second week: Tuesday, application of electric motors, construction and repair of armatures, and I caligation of faults in same, wire covering and insulating machines, electro-plating and gilding and block-making shop. Wednesday construction and repair of range-finders, automatic machines, electrical fitting shop, machinery and work in hand joiners' shop, Thursday, electric flring gear, fire control and rate of change instruments, electric heaters, testing instruments and interseptors, photometer central power station.

Third week: Tuesday, boiler shop, hydraulic and pneumatic machines, construction repair, and testing of boilers, electro-galvanising. Wednesday, het zincing process brass foundry and copporemitte" shop, pusumatic power and pumping station. Thursday, testing and examination of cable, dooking and inclining ships, construction and rigging of a boom defence, hydraulic power station.

A Cook's personally conducted tour is nothing to this, and the qualifications of Pooh Bah fade into insignificance before the rôles the naval officer is expected to fill.

The reckoning will come when the Admiralty insist that repairs that have hitherto been carried out in the dockyards shall be effected on board the ships. The man who has been rushed through "a course" like this in nine days will probable mix up the electric firing gear with the hot-kinning process, and the bill will come

COMMANDER OF THE CHINA STATION.

Vice-Admiral the Hon. Sir Hedworth Lambton, K. C. V. O., C. B. who has been appointed to succeed Admiral Sir Arthur W. Moore as Commander in Chief of the Chies Station, is best known to the public for his services as commander of the Naval Brigade from H. M. S. Powerful during the siege of Ladysmith. When Sir George White fell back on Ladysmith he was without guns expable of raplying on even terms to the fire of those in the hands of the enemy. Just in the nick of time Captain (as he then was) Lambton arrived in the town with 283 bluejackets and five guns, which kept the Boers at bay during the four months' siege. Earlier in his naval career Vice-Admiral Lambton was flag lieutenaut to Admiral Seymonr during the bombardment of Alexandria, and he was present at the battle of Tel-el-kebir Upon his return from South Royal yacht, and in the following year he was made commodore in command of His Majesty's yachts. Sir Hedworth unsuccessfully stood as Liberal candidate for Newcastle on Tyne in the General Election of 1900, and in 1903 he became second in command of the Channel

THE NEW SPIRIT IN INDO-CHINA.

It is instructive to find that the recent indications of mental and moral unrest among the natives in British India find a parallel in Indo-Chins. An article on the new spirit now. rampant there appears in the Dépéche Oclouisle. The establishment of a native Consultative Chamber, as it is called, organized under the Clémentel administration with the object of applying a more humanitarian policy, would seem to have aroused extravagant hopes among some of the population. The rumour, indeed, quickly got abroad that France had given the natives these semi Parliamentary privileges because she was forced to do so "either from fear or under the pressure of the omnipotent conquerors of Europe, the Japanese." Thereimmediately arose a spirit of independence resembling that of the agitators of Young India and Young Egyp', and the inevitable consequence followed-namely, the demand for self-The author of the article in the Dépêche

Colonia'e is M. de Pouvourville, who, with M. Harmand, the late French Minister to Japan, was one of those chiefly responsible for adoption of the dangerous policy of seeking to inoculate the native races of Indo-China with the principles of self-government. It is the more interesting as he frankly describes the promoters of the recent agitation as ece jeunes présomptueux, and he adds, "the rapidity with which the Annamite have risen to the semi-Parliamentary rôle which we granted them as an experiment, the recklessness with which some of them have immediately outstepped all hounds and exceeded their mandate and the hopes of their constituents, ought to be for us a good lesson for the future.

M. de Pouvour villedoes not hesitate to compare the attitude of the native Deputies at the first sitting of the Hanci Assembly with that of the members of a D ma quelconque, and he speaks of them as setting out with "pseudo-. heroic hallucinations" which, however, they shortly abandoned in order to work respectful-Prudent and moderate views were notably expressed on the question of the diffusion of education, especially of primary instruction, so that the natives in the villages might be able to converse with the local French officials. They insisted' moreover, on the advantages of organizing professional and technical schools and

M. de Pouvourville concludes, therefore, that on the whole the good sense of the Annamites is getting the upper hand, but he thinks that if France does not satisfy the more urgent of the legitimate demands of the population the "new spirit," which has happily been nipped in the nexion that the Minister for the Colonies, M. Millies-Lacroix, has just adopted what will be a very popular measure—namely, the reorganisation of the existing system of the State monopoly of alcohol. Hitherto natives who bought alcohol from any other persons than State officials in other than legal bottles were rigorously prosecuted. The new measure will permit local dealers, Annamites or Chinamen to sell alcohol. It is expected that this will. put an end to centraband.

THE SITUATION IN MANCHURIA (FROM OUR CORRESPONDENT.)

Mukden, January 25th. "Yes, but is Manchuria a Chinese province ?" replies a French investor to his solicitous agent in a southern Chinese city. Emphatically yes in theory, and if good faith shall prevail among the nations. But in fact the query of the cantions Parisian banker stirs many an echo elsewhere, and lest those collegs, as they may, should beget "a wild surmise", it is well that the truth should be told. "Magna est veritas; et prevalntis," and that it should prevail is the carnest hope of those who live in the Eastern Provinces and who know that what Manchuria needs just now is a general understanding of her affairs, and, on the part of the diverse interests meeting there, patience, mutuality consideration and frankness: -difficult traits the Harbin district are impossible. these to find, or expect to find associated in diplomatic dealings. Nevertheless all will be well with Manchuria, granted thorough knowledge and fair play.

No easy task is that of H. E. Hau Shih. Chang. Ikis territory is more heterogeneous than any other viceroyalty in China, and whatever course of action he pursues is sure to meet with consure, either openly expressed, or brought by more indirect channels to bear His recent trip concluded this month through the northern provinces, Heilungkiang and Kirin, brings the situation freshly and thoroughly to mind as a whole, and followed in retrospect, indicates the present status quo as well as those questions remaining yet unsettled in Manchuria.

During the 42 days of his absence from Mukden, H. E. Hen was busily engaged in reorganizing and instructing the central governments at Teibaiher and Kirin, studying conditions and collecting materials for his recent memorial to the Throne. provinces he found - Il nances comparatively low, a state of affairs attributable chicfly to the poor harvests of last autumn, although other influences also contribute. During his ten days sejourn at Taibaihar and Kirin respectively, he distributed the offices of government in three departments, the Finance, Home, and Foreign Bureaus, this organisation being similar to that already in force under Governor Tang Shao-yi in Fengtien. Additional materials were also gathered in Kirin province regarding the Chientac boundary question, and these have been compiled with the complete materials of the Chinese case which is now on file in Peking awaiting the presentation of the Japanese papers.

The Viceroy speaks with distinct apprecia tion of the courteous treatment and attention everywhere accorded him by the Russian civil and military authorities in facilitating his long railway journey; as well as in extending to him many civilities at their various stations, particularly in the city of Harbin, where H. E. spent a day en route from Tsihsihar to

Viceroy's journey as being the centres of chief interest and the seats of probable future of capital. The region is rich enough in difficulty are Harbin and the districts in agriculture, timber and minerals, the labou is at Fengtien from Kuangchengtzu southward to hand, and transportation facilities are available. Mukden, the former typical of the Russian Far greater than any uneariness regarding prices for wheat, maise, and cotton, our imports Up to two years ago the value of cotton yarn kerosine oil from America and Sumatra, form parent intentions in Central Manchuria.

Chinese and foreigners, -not Russians, -is fitly month by the Russian community for the municipal administration of that city. defermine the mode of government of the port and the conditions under which property shall be acquired and business transacted within its limits. In the agreement which the Russo-Chinese Bank effected with the Chinese covernment in 1896, regarding settlements along the line of the Chinese Eastern Railway, no authority exists for regulations of the nature of those just adopted, nor is there any further or other understanding or agreement in existence warranting the assumptions they contain. The regulations themselves are, in the objects aimed at such as education, municipal improvement more compact organization etc., hopeful; Harbin un questionably needs regulations of this kind: the trouble, or the seed of trouble, lies not in the regulations themselver, but in the manner by which they are brought into operation, and the point of view on the part of the framers which they indicate.

This point of view, inasmuch as the regulations were framed without the knowledge or consent of either the Chinese local or provincial. authorities, indicates the attitude of the Russian interests in north Manchuris. The plan was drafted by the Railway management, It provides for a municipal government by (1) an assembly of 60 delegates and (2) a town council of six members including the chairman. Since the Railway, up to the present, has been arbitrarily administering the affairs of the city, such a plan seems at first sight a relinquishment by them of authority, but a reading of the document shows that in reality no surrender of prerogative is effected. Half of the council are railroad officials or appointees; all transactions, alike in assembly and council, must be in Russian. and the Bailway expressly reserves the right of supervision, review and veto. Furthermore all relations of this municipal admini stration with the Chinese Government or with the Consular representatives of Foreign Governments can only be conducted with the consent of the Railway authorities. It may readily be seen therefore that the transfer of authority to a so-called municipal government on the part of the Railway is merely nominal

and that the political control remains as before

vested in the Railway.

Such an established order of things in North | colonists on the land originally set apart for an Manchuria the Viceroyalty will strongly oppose. The Chinese Eastern Railway (that portion of the Trans-Siberian traversing Manchuria) is, of course, only Chinese in name, and these regulations, if allowed to remain in force, place the government of the open port of Harbin under the control of an organ of the Russian / government working wholy for Russian political and commercial interests, in discrimination against the interests of other nationals.

By virture of its situation on the Sungari and at the junction of two railroads Harbin should enjoy a rapid commercial development. But during the two years of railway demination since the war, trade has steadily decreased so that at present the city is practically living upon itself, and unless the incubus of this demination can be removed, healthy international commerce and business development in

In connection with the Vicercy's visit in North Manchuria several points developed of interest as regards general conditions there. The Trans-Siberian Railroad is operated at a loss of over a million roubles per month, and the salaries of the employees and lesser officials were said to be weeks in arrear. Russia evidently regards her railroad as a political rather than a sound commercial the Japanese. enterprise, for in spite of steady financial loss, small attempt has been made to bid for the lucrative freight traffic of North Manchuria an observer of, or a sufferer from, that incident, ly, within the past month, the extraordinary congestion of freight at Kuangchengtzu, which the South Mancharian Railway has been totally unable to relieve, has forced a certain amount. Through which she has passed. It is therefore of competitive activity upon the Russian lines. Nevertheless, both in Harbin and in Viadivo-

stock, extensive investment in economically unproductive amusement goes on and increases apparently in inverse ratio to the sound prosperity of those cities. Theatres, opera-houses, cafés chantants, restaurants and confectioners shops - of such establishments there are more in Harbin and Vladivostock than in Shanghai and Hongkong, and they are supported upon less than 10 per cent of the wealth of the latter ports. As might be expected d'sorder sbounds, robberies and murders are if frequent and regular occurrence, and as in the pioueer days of the Western American States sixty years ago, everyone goes armed. In Vladivostock smouldering revolutionary disorder is the chief cause of uneasiness, whereas Harbin seems at present the sanctuary for all the criminal classes of the South of Europe and the Caucasus. It is not too much to say that corruption, weakness and inefficiency are as prevalent in Russian Manchuria as they were before the war, and it is clear to the most casual observer that, although the Russians are courteons to a travelling Chinese official, the Chinese cannot respect the Russians as a ruling and administrative class. What North Manchuria needs to-day is a strict observance of treaty conditions and obligations, leading to the growth of a sound political and com-

significant of the Uspanese attitude and ap- mon of the Provincial government as to Chinese coversignity in Central Manchuria. While the In Harbin the chief difficulty via a vis the Postal and Telegraph negot lations still hang fire and the Chientae boundary is unsettled, the summarized in the regulations adopted this Japanese appear to be proceeding as if there could be no doubt as to their own claims. Recently the objections raised against the Harbin was opened by China as a place of extension of the Imperial Railways to international residence and trade in January Fakumen have intensified the situation and 1907, but nothing faintly indicative of such a complicated it by bringing in the interests status can be found in these regulations which of Paulings and the British C orporation These and other similar questions are vitally interesting in Manchuria, and, in tha their solution will go far towards fixing the as yet undetermined political status of the province, and further or retard its commercial and industrial growth, they must command international interest in the Far East. A discussion of them cannot be undertaken within the limits of the present letter, but may form the subject matter of future contributions.

As for conditions at Kuangehengtau and Kirin as the Vicercy found them, they may be briefly stated. When one crosses from the Russian into the Japanese zone at Changchun of buildings and streets, supervision of police, one passes from semi-stagnation into the appear. ance of great activity, although efficiency in Japanese enterprise is not more marked Wherever inefficiency is found south of Chang chun, however, it is never the result of corrup-

tion and weakness on the part of the Japanese, Since the first of December the Japanese and Russian terminal stations at Erlackow and Palipao respectively have been joined, the Russian broad gauge and the Japanese narrow gauge running side by side over the one mile which separates the stations. The time tables of the two roads have also been mutually arranged so that through passenger service may now be effected conveniently and with no loss of time, the waits being if the trains are

punctual, not more than 30 minutes. But the Japanese have now run off north. castward a great curving spur of track which terminates in their new freight station and yards at West Chungchun, haif way between the Russian station and barracks and the Chinese city at Kuangchengtzu. The new station is directly on the survey of the projected branch line to Kirin, a part of the permanent way for which the Japanese have already begun. The freight terminus, we are informed on the best of authority, the Japanese intend to establish ultimately as their station for both freight and passenger traffic making a second stop at Palipao for through passengers from the north, or compelling another extension from West Changehun to the Russian station West Changehun is the name given to the new Japanese settlement of about 1000 acres which

international foreign settlement. Several substantial brick buildings have already been put up including the Railway Hotel-Club which is the most prominent feature in the landscape, surmounting a little bill, with a tall flag staff from which flies the south Manchuria Railway's flag. The Mitau Buesan-Kaisha and the Yokohama Specie Bank are well-established, and acciony of more than 2,000 Japanese, is rapidly increasing.

The railway facilities are however unable to cope with the freight traffic they have. undertaken. Bean sacks, bean cakes fobacco, mushrooms, piece goods, cart wheels and other articles of export and import are stacked in piles, twenty feet high, all around the station which they hide from view. From a distance at the time of the Viceroy's visit, the place resembled some colosial ant-hill, with Chinese carts for ants crawling forever in

contribution swelled. In response to the repeated importunities of the Japanese, a Chinese engineer is now engaged upon the survey of the Kirin-Changchun line. According to the terms of their convention the Chinese must borrow 50 per cent. of the capital necessary for this enterprise from

and out of the mountain of produce which each

It is important to bear in mind, that one umpleasant incident begets a frame of mind in for expert via Vladivostock. Only very recent- which unnvoidably colours future experiences and may prejudice fair judgement. This is an exceedingly trying period for Japan, the most difficult, not even excepting the last war, unfair to judge her hastily now by individual indiscretions One must remember that it is never the best sorts of a people who follow armies into a land by war, and that it is no easy matter to administer a large, new establishment, like a railway for example, in a strange and uncomfortable land, among an alien people.

What I should like to be sure of in Manchuria is that Fair Play is intended; that what appear in a total of 6,842.0 0 pieces in 1906, with in to be evidences of bad treaty faith are not premeditated, but due to various causes, the exigencies of a situation, divergent in origin and difficult to control. Could such reassurance be given and supported by some tangible evidence, more charity would be accorded to legitimate Japanese enterprise in Manchuria, which most assuredly must remain a Chinese

BRITAIN'S FOREIGN TRADE.

RECORD TOTALS II	v 1907.
Year's Imports	£615,904,176
Increase on 1906	38,015,676
Year's Exports	426,204,586
Increase on 1906	50,629,258
Years Re-exports	91,972, 141 -
Increase on 1906	6,869,661
116.4. Tundo A	

of 1907 was continued in December, with increases of £1,330,894, or 2.43 per cent, in the and new of India and Japan. The importation | America; hosiery from Germany; lace from mercial status which will attract the investment imports, and £1,332,561, or 4.24 per cent, in #(343,110,000lb.) in 1906 was about the normal England; machinery from England (£458200), months of 1906. The principal features in the imports were larger purchases of cocos, coffee, kong mills, 865,000lb. Unassigned, 1,270,000lb. ,185,183 in value, and it is satisfactory to find an improvement of £419,347 in machinery. cotton piece goods, cotton manufactures were

will enable some idea to be formed of the remarkable expansion in our foreign trade

during the last seve	en years.	
Importe,		Roomante
1907£645,904,176	£426,204,596	Re-exports.
1906 607,887,893		£41,972,141
1905 565,019,917	329,816,614	85,102,480
1904 551,0 3 8,628	300,711,040	77,779,913
1903 542,600,289	290,800,108.	70,30 4,2 81 69,573,56 4
1902 528,391,274	2 83,4 23,966	
1 901 5 21,950,198	28 ,022,376	
	- ,,,,,	67,841,892

These figures show, that, compared with 1901 the imports last year were £124,000,000 and the exports £146,000,000 higher, while the total foreign trade, including re exports of Colonial and foreign merchandise, came to £1,164,000,000 in 1907 against £870,0.0,000 in 1901. The greater proportionate growth of the exports is highly satisfactory, and with due allowance for higher prices, which now seem to have passed the zenith, the past year must have been a very good one for trade if profits were at all commensurate with the increased volume of business. A comparison of 1907 with 1906 shows the following results under the principal La

	IMPORTS.	3
Food, drink,	and tobacco 4	- £9,228,348
Raw_materi	n id	F 30.116 .360
Manufacture	u brudien —	
Miscellaneou	ls ţ —	84,3 89
T	otal +	#39 015 #30
Of the incre	ase of £30,116,36)	in raw mate.

rials, cotton counts for £14,683,000, wool, for £5,944,000, and oils (including petroleum spirit) for £5,062,000. Although the volume of all three was larger, prices were considerably higher. The principal ingresses in the armount

Coal EXPOR	rs.	_
	+	£10,614,703
Iron & steel manufactu	res +	6,821,253
Other metals	+	1,547,885
Machinery	···`+	4 991,635
Ships	+	1,379,146
Cotton fabrics	+	10,859,316
Woollen fabrics	.	2,317,319
Other textile materials	· ·	1 21 + 045
'hamisale	*** TF	1,511,975
All other items; includin	~~~	1,537,721
foodstuffs	R ! +	9,048,305
roomspirits	J	-10-000

accompanied by an addition of 8,271,000 tons in the quantity, and the only decrease worth has been seized by the railroad and independent notice in the list was 2393,073 in hides and undressed akina

ANALYSIS OF IMPORT TRADE. The trade in cetton cloths suffered many vicinitudes in the two years 1915 6, and the hopes of importers have gene in turn from the most sanguine expectations to the lowest depths of realisation. The outbreak of the Russo-Japanese war in February, 1904, found the markets with stocks at a low level, and the prospects of trade in North China were, at the outset, not such as to induce importers to increa their supplies. This feeling passed, and was succeeded by the wildest views of the possibilities when Manchuria should again be opened to the free course of trade, and a feverish desire seized no Chinese dealers, a born race of gamblers, to be prepared against the time when they should be admitted to the Eldora to they saw opening before their eyes. The rush for supplies synchronised with arise in the price of cotton, which, form 69.6d in the closing week of 1903, and fall len a year later to 3.81d.; and the resulting prices for Cotton Cloths were such as to bring out even heavier orders, both for English and American mills. Then in the summer of 1905, with cotton still low the 5.33d. level, came the "boycott against American goods, which resulted in China and Hongkong from Japan was largest increased orders for the American mills 42,621,1 olb.. and from Australia 9,984,9121,1b, from dealers, lenders in the agitation who were and in the year ended March 31, 1906. anxious not to be caught unprovided with goods from England, 9,984,900lb, Coinage was for whisi they expected a large demand. The overdone, the fever subsided, and the demand, so confidently expected, did not come, mints rested from their labours; and stocks in first hands accumulated, with a in 1906 the gross import, was 21,284,100lb. very sluggish take off for consumption. Of reduced to a net consumption of 8,342,900, by plain grey and white cloths the stocks at the opportunity which the rise in the price of Shanghai increassed from 2,593,775 at the end copper, occasioned largely by their own of 1904 to 11,225,869 pieces at the end of 1906, operations, gave to the mint managers, to

2 \247.123 Of these quantities the proportions from English and American mills were as follows :-

English ... 3,199,020 13,543,025 10 785,227 world has now to pay £95. American ... 3,703,548 12,566,093 8,544, 65 Tin was imported in 1906 to the extent of Of the Shanghai, stocks those of English cloths incerased from 1,644,43) pices at the end spore direct and 1,890 tone from Hongkong; of 1904 to 5,879,213 pieces at end of 1906, during the same year 3,855 tons of Chinese and those of American cloths from 882,705 to tin were exported from Yunnan to Hongkong, 5,646,560 pieces in the same time. So much going to supply, in whole or in part, for the American boycott,

mainly from England, 4,715,000 in a total of were imported in increased quantities, the ation was 7,325,893 pieces. Grey sheetngs, on the been as follow: -1903, 4,535; 1904, 8,949; 1905. other hand, come chiefly from America, 6'017,000 importation of 9,561,000 pieces in 1905. White against 4,629,000 pieces in 1905. Drills come mainly from America, 2,012,000 in a total of pieces in 1905. T. cloths again are English, and Hongkong, £50 575, making a total of 1,590,000 (with 318,000 Japanese) in a total of kinds come almost entirely from Englandcambries, muslins, chintses, prints, and Parkey | Chinese tobacco reimported) mainly from reds being the most important. The ectton imitations of woollen goods, ton, come largely from England; of cotton Italians and lastings 3.748,000 in a total of 3,834,000 pieces were comes in larger quantities from America

entirely from England; but, to prevent misapprehension, it may be said that the import in | crucibles from England; outlery from Germany those days seldom reached 10,000,000lb, English spinnings were too costly to displace hand indigo (together £958,550), from Germany spinning, and a new market to supply the enamelled were from Austria and Germany The trade-expansion of the previous months | handlooms of China was created by the cheaper Indian cotton spun in the mills, at first of India | bardware from England, Germany, and quantity, made up as follows: - English mills 4.100,000lb. Japanese mills, 87,426,000lb. Hong.

imported to supply the needs of village weaving erly also from Russia; paper from Japan, The lower prices of jute, copper, tin, and sinc | had come to be a full half of the value of all Austria, Germany, and England; soap from were-illustrated by decreases of £1,009.548 in cotton products imported, but with the rushing England; household stores from America and textile materials other than cotton and wool, volume of cotton cloths poured in cotton yarn, England; timber from America and Japan. and £786,512 in metals other than iron and though not reduced in quanty, fell in its . China is a sugar-growing country, but is steel. In the exports coal shows an increase of proportion to the whole to 36 per cent in 1905 year by year exporting less and importing

keep pace with supply. Stocks of imported yarn | years been, in tons, as follows:-Although there was a sensible reduction in increased a Shangbai and Hongkong from 82,000,000lb at the end of 1905 to 120,000.00 1901 ... 49 446 152,660 1904 21,780 223,06) both in quantity and value of woollen and linen | the Shanghai stocks of yarn span in the steam | 1203 17.803 190,653 1906 ... 10.315 factories at Shanghai increased from 5,800,000lb. Of the import in 1906, white and refined Turning to the results for the whole year, it to 27,650,000lb. The annual quantity of yarn amounted to 212,080 tone, of which 40,560 tons will be seen that the imports have risen spun by the steam factories established on £38,015,676, or 625 per cent. over 1906, and that | Chinese soil may be put at 100,000,000lb. During | 138 780 tons from Hongkong, m inly from the the experts are up no less than £50,629,258, of the year 1936 about 23,030,000 square yards of 1348 per cent. A glance at the following table | Chinese hand-woven cotton cloth were exports, and an additional quantity of 60,000,000 square yards was shipped from Shanghai to, mainly, the ports of North China. -

Woollens have taken no great hold on China, Java, The Times, the import to-day amounting to but little more than that of 40 years ago. Camlets (42,160 pieces) come entirely from England. Broad and similar cloths (619,340 yards) come mainly from Germany. Woollen lastings (60.04) pieces) and long ells (78,786) pieces), both mainly from England, compare unfavourably with cotton Italians and lastings (3,834,000 pieces' also supplied by English mills. The Chinese market calls for supplies in their chenpest and most primitive form -cotton yarn to the extend of half of all cotton products, cot on imitations of woollen cloths, and old iron in lieu of bars,

Iron, new as it comes from the mill, amounted to 76.700 tons, supplied as to hoops, pipes and tubes, sheets and plates, and wire, chiefly from England: as to rods and bars, objefly from Belgium : and as to nails and rivets, chiefly from America, with Germany next. 14.880 tons, came mainly from England. in 1906, as in 1905. Galvanized iron sheets, 10.830 tons, came also from England; but galvanized wire, 1,226 tons, mainly Belgium and Germany. Old iron outlings. 72,280 tons, almost equalling in amount the import of new iron, was supplied childy from England, but size, to the extent of about one-

fifth, from Belgium and Germany. Copper presents a curious history. port in 1902 (4,650,70 lb., mainly from Japan) may be taken as the average quantity required for industrial purposes. In 1903 came the beginning of the emission of a new copper coinage from the mints of Chins, and the import rose to 12,579,700lb., also mainly from Japan. The fever seized on all the mints in all the provinces of the empire and in 1904 the import rose to 39.573,000lb . still mainly from Japan, but with some increase in the quantities coming from America, Enegland, and Australia. The fever increased to delirium, and the mints brought madly in 1905, in which year the import amounted to 131,371,600lb., over 28 times the supply which had sufficed for the demand of only three years before. Japan could no longer cope with such a demand, and from the principal sources of supply it was met in the following proportion:-

America 67,154, 200 lb. | Belgium 1,621,500 lb. 29,025,500 , Australia 2,756,700 , 8,479,400 ,, Hongkong 17,108,903 ,, Germany 5,054,800 ,, |-

CHINA AND PIECE GOODS.

KINGEDWARDVII LIQUEUR WHISKY WHITE LABEL.

PERFECT IN MELLOWNES , AGE AND FLAYOUR, RIGHT WHISKY TO TAKE NO ILL

\$15 PER CASE

THE DISTILLERS CO., LTD., EDINBURGH. -

WORTH MUCH MORE,

SOLE AGENTS:-

PRICE CO., LTD. TELEPHONE N . 135 WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRA year ended December 31, 1905, the export to

China from America was 79,940,250lb., and to the actual number of pieces imported at all return some 13,000,000lb. to the Western markets. An illustration of the necessity of constant reports from the most unlikely markets; China had supplied her needs for copper at prices ranging from £75 to £60 a ton before the Western world awoke to the nature of the demand, and that same Western

2,173 tone, of which 262 tons came from Singthe quantity imported from that colony Of these plain cloths, grey shirtings come Tinned plates, mainly from England, 5,152,000 pieces in 1906, while the 1905 import- figures for the last four years in tons having

The value of cigarettes imported into this tobacco-growing country was 29: 8,250, and of shirtings again come mainly from England, cigars £71,066. Of the cigarettes, £527,300 3,701,000 in a total of 3,914,-00 pieces in 1906 came from America, £274,090 from England, £64,245 from Japan, and £74,750 from Hong. kong in 1904 the figures were :- America, 2,513,000 pieces in 1906, against 3,906,000 £150.180; England, £57,975; Japan, £160,170; 2418,900. In addition, tobacco was imported to 2.028,000 pieces. Of the finer fabrics nearly all | the amount of 16,138,000ib.. of which 4,640,0)0lb. came from America, and the rest (mostly. Hongkong,

For a long list of the more important sundry articles the principal countries of production are as follows :- Braid from Germany : brass supplied by English mills; but cotton flaunel buttons from Germany, and Japan; candles from England; carriage and bioycles from Cotton Yarn formerly. 4) years ago, came England; soda from England; other chemical products from Japan, England, and Germany; and England aniline dyes, including synthetic flour from America; glass from Belgium Germany (£215,300), and America (£85,800) railway plant from Belgium (£1,009,500)

more; the export, chiefly of raw, and the In cotton yarn, as in cloth, demand did not import, chirfly of refined sugar, have in recent - Export. Import. - Export. Import.

£452,098 higher in value, which offeets declines at the end of 1906, while the same 12 months 1902 ... 40,154 226,263 1905 30,905 275,040 refineries of that colony, Of raw sugar, brown grades (I to 10, Dutch-standard), 33.032 tons came from the Philippines direct, and 119,750 tons from the warehouses of Hongkong, which obtains the greater part of its supplies from

"WOMEN SHOULD WOO."

(SOMETIMES THEY DO.) "If every year were Leap-year, and women could be brought to avail themselves of the time-honoured privilege of proposing to the men of their choice, instead of waiting for the men to propose to them, we should be far along the road toward a regenerate society.

Dr. Denslow Lewis, president of the Medico Legal Society of America, chairman of the bygienic section of the Medical Association. author and sociologist, is responsible for this statement (says the "Telegraph's" New York

"There is no doubt that the selection of the Railway. The proposed extension by busband should really rest with the woman," said Dr. Lewis.

female that chooses her mate. Only in the human race is the right of selection arbitrarily would find in it a very formidable rival indeed, "Left to herself, and with no hampering

conventions to interfere, the woman would be the most discriminating chooser, "With all sorts of men to select from, she The im- would be in no sort of hurry to mate with the first little man that popped the question.

Women love physical profection. "With her right to select unquestioned, the American woman would pick out the man of her own physical ideal, woo him with all the varied arts and fascinations at her disposal, and, nine times out of ten, get him.

"Physically, the race would be greatly benefited. There are many thousands of women in this country who have married men just construct any competing railway. because they were asked, and who now live of housekeeping drudger, bound to the so-called. homeonly by the stern dictates of duty. "Sometimes Mr. Right comes along years

after, when the loveless marriage, has produced housekeeping drudge is suddenly transformed into a woman with a heart to love and suffer once more.

in the narrow path of duty to the end. If she be weak and the man in case unscrupulous, at Sam. on Thursday, the 6th inst., and left there is only another case for the divorce court." Hongkong, is merely a wareho use, and the Americans generally resent Dr. Lewis's she was due to arrive at 8 p.m. yesterday. quantities coming theree are to be assigned to advice, but his high position is sufficient to other places; all that can be said is that in the secure fair discussion of his proposal.



For Preserving, Purifying and Beautifying the Skin, Scalp, Hair, and Hands.

Cuticura Scap combines delicate medicinal and emol-Cure, with the purest of seponaceous ingredients; and the most zeroshing of flower odors. Sold throughout the world. Depois: London, 27 Charterhouse Sq.; Paris, 5 Rue de la Paix; Australia, R. Towns & Co.; Sydney; Boston, U.S.A., 137 Columbus Ava., Potter Drug & Chem. Corp., Sols Props.

JAPAN AND MANCHURIA EMBASSY STATEMENT

Reuter's representative has made inquiries at the Japaness Embassy with reference to the renewed criticism, chiefly emanating from the Far East, regarding Japanese methods in con nection with railway and other questions in South Manchuria Discussing the presence of Japanese troops along the South Manchurian Bailway, the Embassy states :

The presence in South Manchuria of Japanese soldiers as railway guards is a result of the Portsmouth Treaty; and reseived the full consent of the Chinese Government at the Peking Conference of 1905. This matter should not, therefore, be confounded with the military occupation at the time of the war. Moreover it is not peculiar to Japan alone, for Russian troops in propertionately equal numbers are likewise safeguarding their railways in North Manchuria. It is stated that the country is perfectly tranquil. We are convinced, however that this state of affairs, if true, is mainly due to the very fact of the presence of our-troops.

With regard to the action of Japan in objecting to the Chinese extending their Peking main line from Hsin-min-tun to Fu-ku-men, the following explanation is given :

The recent cession by Japan to China of the Hein-min-tun-Mukden line itself has already given China a powerful asset in the way of competing with the Japanese South Manchuria Chinese of their line from Hsin-min-tun to Fu-ku-men, which runs parallel with the South "In the animal world it is invariably the Manchuria Railway, would be dissertous to the operation of the Japanese line, as the latter especially if, as originally contemplated by China, the projected parallel line should be ultimately extended to Tai-taihar. The objection of Japan is based not merely on her actual, but also on an agreement entered into between the plenipotentiaries of the two nations. at the Peking Conference of 1905, to the effect. that China should not construct any railway which would be parallel to or detrimental to the interests of the Japanere line. - The contention putforward that the proposed extension would be on the western side of the River Line does not affect the position at all. The real point is that, already explained. China entered into treaty obligations with Japan in 1905 not to

LATEST STEAMER MOVEMENTS.

The Boston str. Kumeric left Manila on the complications in the way of children. Then the morning of the 7th inst., and is due here to-morrow afternoon.

The N.Y.K. str. Tango Maru (American Line) left Shanghai for this port on the 6th "If she bes very strong woman she continues inst., and is expected here to-morrow. The C.P.R. str. Monteagle arrived Kobe again at 4 p.m. same day for Yokohama where

The C.P.R. str. Empress of India arrived Vancouver on Monday, the 3rd instrat 5.80 a.m.

MOTICE. Communications respecting Advertisaments, Bubcortations, Printing, Binding, &c., should be addressed

DAILY PRESS only, and special business matters T'er Manager. Advertisements and Subscriptions which are no sectored for a fixed period will be continued until Orders for astra copies of Distr Prime should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only supplied for Oash. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed-P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1908. TUESDAY, WEDNESDAY, THURSDAY AND

SATURDAY (Off-day), 11th, 12th, 13th and 15th FRBEGARY. TICKETS of ADMISSION to the

GRAND STAND and ENCLOSURE may be obtained from Messrs. -KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off Day), or \$3 per day. Tickets for the Off-Day, \$2. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

— т. **г.** ноисн. Clerk of the Course. Hengkong, 8th February, 1908.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 11th, 12th, 13th and 15th nstant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent-out with the Members Tickets.

All Tickets must be produced to gain ad-

ecial accommodation will be reserved as in years for Chinese Ladies and their stiendants in the Stand erected on the ground next to the Lusitano Club

T. F. HOUGH. Clerk of the Course. ug. 8th February, 1908. 336_

GEONG JOCKEY CLUB. O Children under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH. -Clerk of the Course. Hongkong, 8th February, 1908.

HONGKONG JOCKEY CLUB.

10 SERVANTS, will be allowed inside the ENGLOSURE of the Race Course during the Race days WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various.

Any Chinese found leitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the enclosure.

T. F HOUGH. Clerk of the Course. Hongkong, 8th February, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY-AND FOOCHOW. THE Company's Steamship

HAIMUN." Captain A. J. Robson, will be despatched for the above Ports on TUESDAY, the 11th inst.,. at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., · General Managers. Hongkong, 8th February, 1808.

ANGLO-AMERICAN OIL CO', LD-FOR BOSTON AND NEW YORK YIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

fill. Steamship "KENNEBEC."

Captain Beynon, will be despatched as above on or about SATURDAY, the 7th March, 1908. For Freight, &c., apply to STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, (Hot-1 Mansions), Agents.

Hongkong, 8th February, 1908 "SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM MIDDLESBORQUGH, LONDON, C.LOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE," Capt. Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent

All broken, chafed, and damaged. Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 13th inst.,

-No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Con Agenta Hongkong, 7th February, 1908.

NOTICES OF FIRMS AUCTION

PUBLIC AUCTION.

DARTICULARS and CONDITIONS of L the letting by Public Auction Bale, to be held on MONDAY, the 10th day of February, 1908, at 3 P.M., at the Offices of the Public. WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND adjoining Shankiwan Inland Let No. 410 in the Colony of Hongkong. for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT. Measurements. Boundary Locality Adjeining feet feet feet feet 1,020 18 1,344 No. 410. An per sale plan.

RANSLATED NOVELS (some illustrated), Actre ses' Photos; catalogue free, or with sample, 21 1. (letter postage).—A DE SAILLE, 20, Rue de la Michodière, Paris.

NO PICE.

NY ACCOUNTS due by me to Stores and Tradesmen in the Colony must be presented for payment on or before MONDAY, the 10th inst. T. C. GRAY.

Hongkong, 7th February, 1908. 328

FRENCH LESSONS.

TRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

Apply by letter to— B. R., Care of " Daily Press" Office. Hongkong, 13th November, 1906. BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen Kaiserlich Deutschen Konsulata in Kauton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press "erfolgen. KAISERLICH DEUTSCHES

KONSULAT. Kanton, den 31. Dezember 1907. BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS

Der KAISERLICH DRUTSCHE KONSUL, H. VON VARCHMIN Pakhoi, den 12. Dezember 1907.

Codes A.B.C. 5th Edition.

Lieber's Private Codes. 4. SOUTH STREET, FINSBURY, LONDON, E.C. MENERAL EXPORT and IMPORT

MERCHANT, Buying. Selling and Shipping-at-lowest-possible rates. Machinery made a speciality and estimates given free, on application. References and Particulars exchanged.

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BEST WINES AND LIQUORS SUPPLIED. Special arrangements for a long stay. F. DOMBALLE) Propriétaires. M. MAILLE

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STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

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CALL AT -GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1908.

THE HONGKONG WEEKLY PRESS and L CHINA OVERLAND TRADE REPORT

s now ready and contains :--Epitome of the Week's News. Leading Articles. ... China's Provincial Refels.

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Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance : postage \$2. Hongkong, 8th February, 1908.

ON SALE.

DOUND .VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7,50. On sale at the " Hongkong Daily, PRESS Hougkong, 28th July 1907.

NOTICE.

R. GUSTAV BINDER having Aresigned, cessed to sign our Firm's name per procuration on the 1st inst. We have This Day authorized MR. WILHELM SCHUECHNER and MR. FRIEDRICH WILHELM PFAFF to Sign

CARLOWITZ & CO. Hongkong, China & Japan, lat Febr., 1903.

this day admitted GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from This Date be carried on under the Firm name of GOLDRING BARLOW AND MORRELL GOLDRING & BARLOW,

Hongkong, 1st February, 1908. HONGKONG GENERAL CHAMBER

OF COMMERCE. NOTICE.

VINHE Secretaryship of the CHAMBER taken over by Mr. E. A. M WILLIAM from this date. EDBERT A. HEWETT, Chairman Hongkong, 1st February, 1908.

WANTED WANTED.

COMPETENT BOOKKEEPER and GENERAL OFFICE ASSISTANT.

Apply by letter MANAGER, Hongkong Daily Press ' Office. Hongkong, 6th February, 1908. WANTED.

COMPETENT TYPIST and SHORT HAND CLERK. " Box 500." Apply by letter to-Gare of " Daily Press" Office. Hongkong, 5th February, 1908. - 310.

----HONGKONG CLUB.

NOTICE. PPLICATIONS will be received by the Undersigned up to the 29th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as

Applicants should be unmarried as residence on the Club Premises is essential. By Order, C. H. GRACE,

Secretary. -Hongkong, 27th January, 1908.

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NTOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of at the rate of 2 per cent. per annum on the February, 1908, at NOON, for the purpose of Daily balance. receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907. By Order of the Court of Directors. J. R. M. SMITH,

Chief Manager. Hongkong, 29th January, 1903.

HONGKONG AND SHANGHAI BANK. ING CORPORATION.

TOTICE IS HEREBY GIVEN that the REGISTER of StARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1908;

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Offices, Queen's Build. ings, New Prays, on MONDAY, the 24th February, 1903, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors. and the Statement of Accounts to the 31st December, 1907. The TRANSFER BOOKS of the Company

will be CLOSED from the 10th to the 24th February, both days inclusive. By Order of the Board of Directors, THOS. I. BOSE,

Secretary. Hongkong, 30th January, 1908.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of. the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing-

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive. By Order of the Board of Directors. W. E. CLARKE. Secretary.

Hongkong, 5t. February, 1908.

NOTICE TO ROWLOON RESIDENTS

EXTRA COPIES of Daily Press are on III sale daily at the KOWLOON BOOK. HTALL, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road & Mr. AH, YAU'S FERRY WHARF STALL. Hongkong, 22nd Pecember, 1903.

BANKS

PHUTSOH-ASIATISCHE BANK. OAPITAL FULLY PAID UP. .. Sh. Taels 7,500,000 HYAD OFFICE—BHARGHAL.

BOARD OF DIRECTORS, BRELIM. BRANCHES : Hamburg, Calcutta, Hankow

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Founded by the following Banks and Bankers :---KONNIGHICHE STEHANDLUNG (PREUSSISCH)

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DEUTSCHE BANK (BERLIN), LONDON AGENOT DIESCHION DES DISCONTO GESULLSCHPAT. INTEREST allowed on Current Account, DEPOSITS received on terms which may b learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858, HEAD OFFICE-LONDOF. PAID-UP CARITAL £1,200,000 RESERVE LIABILITIES OF PROPERS.

TOBS £1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent for 3 ,, 24 _____ JOHN ARMSTRONG. Manager ...

Hongkong, 7th January, 1908. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL £1,500,000 SUBSCRIBED 1,125,000 PAID-UP ... RESERVE FUND

LONDON JOINT STOOM BANK, LIMITED. INTEREST allowed on Current Accounts On Fixed Emposits:

34 per cent. 24 per cent. EVAN ORMISTON, Manager.

Hongkong, Soth April, 1907. THE TOKOHAMA SPECIE BANK

LIMITED.

For 3

CAPITAL PAID-UP Yen 24,000,000 RESERVE FUNDS , 15,500,000 BRANCHES AND AGENCIES. Kobe Tokyo London Nagasaki

San Francisco Honolulu New York Hankow Shanghai Bombay Peking . Tientein Chefoo-Port Arthu Dalny Newchwang Lioyang. Antung Chang Chun Tieling

HEAD OFFICE-YOUGHAMA. HONSKONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TAKEO TAKAMICHI, Manager. Hongkong, 25th September 1907. YEDERLANDSCHE HANDEL. MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL 5,378,375 (2448,000)

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

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HONGKONG BAVINGS BANK.

THE Business of the above Bank in conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-CION. Rules may be obtained on application INTEREST on deposits is allowed at 34 Per Cent. per annum. Depositors may transfer at their option

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J. R. M. SMITH. Chief Manager. Hongkong, 12th January 1907.

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Pokio Foothow Yokohama Shanghai Keelung Bwatew DUNGHONG VERTORS 3. Due VOUX ROAD. allowed on Current Interest Deposits received on terms which may be

on application. D. TOHDOW, Manager Hongkong, 5th April, 1907. THTERNATIONAL DANKING CORPORATION.

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BANKING CORPORATION. PAID-UP CAPITAL ... \$10,000,000 RESERVE FUNDS:-STERLING £1,000,000 at 2/-=\$10,000,000

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J. R. M. SMITH,

Hongkong, 17th January, 1908.

INSURANCES

TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905

£17,837,119. AUTHORISED CAPITAL ... 23,000,000 BURBORIEND CAPITAL 2,750,000 PAID-UP CAPITAL FIRE FUNDS 3,886,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 27th April, 1907, THE GLORUS INSURANCE COMPANY

OF HAMBURG.

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Hongkong, 13th August 1906. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX CA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. . Hongkong, 21st April, 1897.

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Consultation Free. Hongkong, 21st September, 1905 1540 DR. M. H. CHAUN, THE latest Method of the AMERICAN

TERMS VERY MODERATE.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

33, QUEEN'S ROAD CENTRAL.

SYSTEM OF DENTISTRY.

COLD STORAGE. FIHE HONGKUNG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 v.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager.

Hongkong, 18th November, 1901

STORAGE. FOR COAL, TIMBER, &c. TIO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER

Also FOR SALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999,YEARS' LEASE For Particulars, apply-GEO. FENWICK & Co., LTD.

CHILDREN OF FAR CATHAY A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE Formerly of the Imperial Chinese Customs

Hongkong, 8th June, 1906.

Service, Author of "The Mystic Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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MAIL TABLES FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card

On Paper On Sale at the Hongkong Daily Press Office

Hongkong, 17th January, 1908,

THEATRE ROYAL CITY HALL. THE HONGKONG AMATEUR DRAMATIC CLUB

THE LIARS

An Original Comedy, in Four Acts, by HENRY ARTHUR JONES On THURSDAY, 20th February,

SATURDAY, 22nd February. Doors open at 8.30 P.M. Performance at 9 P.M. Piices ;3, \$1 and \$1. Sailors and Soldiers in uniform Half-price to Pit Stalls and Pit. Booking Office at The ROBINSON PIANO CO., open on and after MONDAY 10th February, at 10 A.M. Hougkong, 7th February, 1908.

FRIDAY, 21st February, and

LEA and PERRIS SAUCE Assists digestion and gives a delightful piquancy and flavour to all MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS. Original & Genuine



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ls an excellent tonic, bracing the system when everything -

> else fails. Try a little milk in your hot Bovril.



THE HARDEN TRIAL.

PUBLIC PROSECUTOR'S SPRECE.

The final stage of the trial of Herr Har en on a charge of criminal libel was entered upon on Dec. 31st, when the Public Presecutor, Dr. Lienbiel, delivered his speech for the prosecution.

. In a clear, concise manner he summed up the events which led to the present action. Going by Dr. A. P. Wilder. Friday 8-p.m. Christian through the articles in the "Zukunit," he said. Endeavour Society. Subject "What do we that Herr Harden claimed that there was no libel in them. But if the accused had done nothing but refer to the "erotic friendship "of | Charter Road .- Sundays, 11.15 a.m. and 6 p.m. Prince Eulenburg and Count Kuno von Wednesda's, 5.30 p.m. Reading Room open on Moltke, the libel would have ben serious. The week days from 11 n.m. to noon, and on Mondays articles, however, contained more than such in addition, from 5.30 p.m. to 6.30 p.m. references. Not a shred of proof had been brought to support Herr Harden's accusations against Count Kuno von Moltke and Prince

Dr. Isenbiel evoked laughter by observing that he had read up all the authorities on homosexuality, from Eswing to Ivan Bloch, but the trial had not afforded him an opportunity of applying the knowledge thus acquired." Proceeding, he said he had followed Herr Har- ford in B flat. Another, "Sing O daughter of den's journalistic career, and he recognised Zion," Gadsby Hymns, 82 and 17. Sevenfold his enviable command of language and fascinat. Amen. Voluntaries, Sonata in A Major, Rheining personality. But Herr Harden had not berger. ruthlessness, which stopped at nothing, not 49, Verses 1, 6, 13 in union 49, Verses 3, 4, 15 and even the striding over corpses.

On what, he asked, had Herr Harden based his charges? On the testimony of a sick woman. Herr Harden had groped in the darkness of a marriage chamber, and hung on a man of honour the raiment of a debauches. The trial had shown that there was no stain of dishonour on Count Kuno von Moltke's proud name. The Count would leave the Court with head erect,

like the nobleman he was. the present proceedings. After defending his (and Baptisms, if necessary) on 3rd Sundays, at nection in intervening in favour of Count Kuno 3 p.m.; Sunday School at 3 p.m. on remaining von Moltke, Dr. Isenbiel referred to the motives Sundays. Wednesday:— Shortened Evening von Moltke, Dr. Isenbiel referred to the motives of Herr Harden. 'He declared that he believed Herr Harden really thought to serve the country by his action, but he had really done it the worst service, and had brought the Fatherland into discredit abroad. In other countries the people rejoiced at the idea of a group surrounding Germany's splendid and energetic Emperor. Like Icarus, Herr Harden had tried to fly to the sun of majesty, but had fallen into the sea of lies.

"Where is your elique?' You cannot mention a name to me," exclaimed the Public Prosecutor. After speaking for an hour and a half, Dr. Isonbiel said that he could not refrain from asking for the imprisonment of Herr Harden, who, he said, had done such immeasurable harm. He therefore demanded that the accused should be condemned to four month's imprisonment, that the sentence should be published in four leading newspapers, and in a prominent position in the "Zukunft," and that Herr Harden should bear the costs of both trials.

Dr. Isenbiel's speech was delivered in good-humoured style, and produced a decided Dr. Sello, on hehalf of the co-plaintiff, then

spoke, generally following the arguments of the Public Prosecutor. He held Herr Harden responsible for a flood of fifthy publications which ensued upon his articles in the "Zukunit," and which had a most prejudicial effect upon the public character.

JOINT STOCK SHARES.

Messrs Vernon & Smyth say in their weekly 1908. Owing to the Chinese New Year holi-days the market has been practically closed up to the 5th, and the volume of business transacted during the week is consequently small; rates, however, have continued firm, and in many important cases show a further advance, with a | i moving away over the Pacific to the N.E. of buying tendency in evidence. The bulk of the Japan. more important Chinese trading c mmunity has not as yet seriously returned to business and until they do so, no general further improvement can to expected; the signs however, are as good as they were last week, and without undue optimism we look forward to at least a maintenance of the present firmness. Exchange on London T.T. 1/10-9/16. On Shanghai 741.

BANKS.—Hongkong and Shanghais have improved considerably from last-week's nominal rate and after a fair number of sales at 15 and 720 for old, and at 710 and 715 for new shares, close firm at the last named rates, and although a very small lot of the old issue is offering at the time of closing without fluding any immediate buyers the market closes a firm one with a marked upward tendency. Nationals unchanged and without business.

MARINE INSURANCES .- Unions continuing in strong demand the rate has improved to \$857 sfter a small reported sale at 845, the market closing firm at the former rate, with a continued scarcety of shares. We have no other change or business to report under this heading. FIZE INSURANCES.-Hongkongs remain unchanged with no business. Chinas have

sellers at the latter rate. SHIPPING.—Hongkong, Canton and Macaos have continued to rule strong, and with no selless meeting the demand at 29, the rate improved to 291, after a small sale a 291, the market closing steady to strong at the higher rate. With the exception of Shers, which have improved to 46s, with buyers and no sales, we have no changes or business to report under

changed hands at 97 and 93, closing with a few

this heading. at \$600, and more shares could be placed at that

rate. Raubs continue weak and without business at 8. Chinese Engineerings are enquired for at 151, but we have heard of no business, and shares continue very scarce and difficult to obtain at market rates. Langkate have improved to Tls. 450.

DOCKS, WHARVES AND GODOWNS-Hongkong and Whampoa Docks have been neglected with only small sales at 98 and 97, closing with sellers at the former and probable small buyers nt the latter rates. Kowloon Wharves remain quiet and without sales at quotation. closing with a few new issue shares on offer at quotations. The latest news from the north gives Shanghai Docks 80, Hongkew Wharves at 214; both with buyers. Amoy Docks remain nog-

LANDS, HOTELS & BUILDINGS.-With the exception of a decline in Kowloon Lands to 33 sellers, and a small demand for Humphreys at 10, we have nothing to report under this heading. COTTON MILLS,-Hongkongs remain un-

changed and without business. In the absence 4 of any quotations from the North we leave the Northern Mills without any alterations MISCHLLANEOUS.—China Providents Bre enquired for at 84 Powells at 5, and Weissmans at 130. Sales have taken place of Cements at 114. Watkins at 21, and Watsons at 101. the last named closing with a small lot on offer at

10.40; China Providents close with sellers at

81. and buyers at 82, and Coments with sellers at

111, and possible small buyers at Libin We have

nothing further to report under this heading.

CHURCH SERVICES.

Union Chunch, Kennedy Road. Minister :--Rev. C. H. Hickling. Bible Sunday. Sunday. 11 s.m. Worship Hymn 444, Pealm 19. Jubilate Dec (Garretts G. C. M.) Hymns 534, and 151; 4 p.m. Sunday Schools. 0 p.m. Worship. Hymn 50, Psalms 116. Hymn 429 and 441 Thursday 5.80 p.m. Cheir Rehearsal; 9.00 p.m. Literary Club. Lecture- Dr. Samuel Johnson,"

CHRISTIAN SCIENCE SERVICE. York Building ST. JOHN'S CATHEDRAL, Hongkong, - 6th Fobru-

ary, Sunday, 5th after Epiphany. Holy Communion (7.30 a.m.) Matins (11 a.m.) Respect : Ferial. Venite: Saven, Psalms, of the 9th morning. To Deum, Woodward, Smart and Turle. Benedictus, Langdon. Hymns, 80, 272 215. The Preacher at vatin will be the Lord Bishop of Victoria. Evensong (5.45 p.m.) (Full Choir.) -Responses, Feria'. Psalms, of the 9th evening. Magnificat and Nunc Dimittie, Stan-

fought in the open. His failing was a terrible N.B.-Psalm 47, Verses 1, 2, 5, 6 in unison.

G. P. in uniso .. The Collections in St. John's Cathedral on Sunday next, February 9th will be devoted to the proposed Thank Offering in connection with the approaching Pan-Anglican Congress. The Bishop of Victoria will be the preacher in the Cathedral at Matins.

ST. Andrew's, Kowloon.—(Robinson Road, near British School.) Sundays; -Holy Communion 1st and 5th Sundays in month at noon; 2nd and The baselessness of the charges against Prince Eulenburg had been demonstrated by Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m.; Children's Service Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only, Churchings before or after any of the services. and Baptions at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in-English, at 10 a.m. JUBILEE OF THE EVENTS AT LOURDES-The Roman Catholic in this Colony start to day the celebration of the Jubilee of the marvelous events which took place in the Gretto of Massabielle at Lourdes on the 11th February, 1858, by a Special Divine Service in the Cathedral of the Immaculate Conception; a Triduum (morning and evening Service) and on the 11th idst, the Jubilee day, a Solemn High Mass will be colebrated with Ponti-fical Assistance by His Lordship the Bishop Pozzoni, The Ryd. Father Gabardi will preach at the gospel a Sermon of the occasion, following with a sole un Te Deum sung by the Choir and concluding with the Benediction.

The full description of these events were written by Mr. Henri Lasserre, a book entitled Notre Dame de Lourdes," Published in 1869, approved by the late Pope Puis IX, his "Breve" dated the 4th September 1869.

At the Chinese Y. M. C. A. on Sunday afternoonat 3.30 o cleck Mr. Chan Chuk Nam of Wesleyan

Church will speak at the Chinese meeting. At 4.30 Mr. W. H. Bundy of Boston will speak at the English meeting. All men of the colony are invited to attend these meetings.

WEATHER REPORC.

The Hongkong Observatory yesterday issued the following report ---On the 7th at 11,50 a.m.—The depression

The barometer has risen over Japan and the N.E. coast of Chian, and fallen in S. Chius. The high pressure area still lies over the

strong monsoon may be expected in the Formosa Channel and the Coins Sea. Hongkong raintall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-

Hongkong & Neighbourhood | fresh to strong; Sameas Ne. 1. Formosa Channel ... South coast of China between Same as No.1.

Hongkong and Lamocks. Bouth coast of China between 1 Sameas No. 1. -Hongkong and Hainan ...

> For a good Complexion and clear Skin use

Calvert's Carbolic Toilet Soap.

Firstly it is pure, an important matter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well, (10% Crystal Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

Sold by local Chamists and Steres. F. C. Calvart & Co., Manchester, Eng.

REDNESS, HEAT, IRRITATION, TAN, and SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING 1/-1/9 and 2/ Beach M. BEETHAM & SON, Cheltenbam.

Lung Troubles. 6I am Rapidly Gaining Weight."

670 Dalmarnock Road, Glasgow.

Dear Sirs,—Two months ago a Glasgow professor and two doctors informed me that my left lung was ulcerated, and this following on three months of asthma was more serious than they would tell me. I was down in weight from 9 st. 7 lb. to 7 st. 7 lb. and was advised to go abroad. My own doctor put me on Angier's Emulsion, and since taking it I am rapidly gaining weight, and expect soon to be back to my normal condition and be able toremain at home. I may tell you I have made emulsions and have tried many makes of same, but find Angier's more pleasant and (Signed) J. FOSTER. palatable than any other.

FROM ALL CHEMISTS.

Angier's Emulsion not only soothes and heals the throat and lungs but it also promotes appetite, alds digestion and greatly improves the general health. It is particularly efficacious in cases, where there is loss of weight, and many of our estimonials refer especially to its weight-increasing powers. Angier's Emulsion is prescribed extensively by the medical profession and is used in the hospitals. It is the most palatable of all emulsions and agrees perfectly with delicate stomachs

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TONIC, RESTORATIVE, DIGESTIVE WINE Vory palatable.

Known throughout the world and prescribed in all cases of Ancemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE : One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

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CLE EAS is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIM SAINT-RAPHAEL, Valonce (Drome-France).

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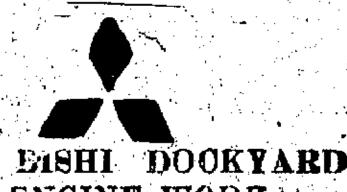
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Length on Blooks Width of Entrance on Top Width of Entrance on Bottom ... 884 Water-on Blocks at Spring Tide 344 DOCK No. 1. Extreme Length 523 feet.

Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... 77 Water on Blocks at Spring Tide -61 DOCK No. 2.

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Suitable for vessels up to 1,000 THE WORKS are well equipped with LATERY PLANTS and APPLI-BUILDING OF to undertake REPAIRING SHIPS, ENGINES, and BOILERS; and ELECTRICAL

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General - Jardine, Matheson & Co. PENINSULAR, British str., 2,919, R. A. Peters. 7th February-Yokohama and Shanghai 4th February, General—P. & O. S. N. Co.
RAJAH, German str., 1, 21, R. Petersen, 6th
February—Bangkok 29th January, Rice—
Butterfield & Swire.

PHOSHU MARU. Japanese str., 999, M. Nemote, 7th Feb.—Shanghai via Foochow Amoy and Swatow 6th February, General -Osaka Phosen Kaisha. TEAN, British str., 1,834, Outerbridge, 7th

February-Manila 4th February, General -Butterfield & Swire. WAKAMIYA MARU, Japanese str., 3,432, R. · Takeda, 7th February-Moji lat February, General-Nippon Yusen Kaishs.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. th February. Auchenblae, British str., for New Castle.

Awa Maru, Japanese str., for Kobe. Hangsang, British str.. for Canton. Nord. Norwegien atr., for Saigon. Peninsular, British str., for Europe, &c. Zofiro, Brilish str., for Mavila.

DEPARTURES. 7th February. DELTA, British str., for Shanghai. DEUCALION, British etr., for Shanghai. HANGCHOW, British str., for Canton. HANOI, French str., for Baiphong. Hongbee, British str., for Amoy. KIANGPING, Chinese str., for Canton. KWONGSANG, British str., for Swatow. Linan, British str., for Amoy, Lydia, German str., for Canton. MEEFOO, Chinese str., for Shanghai. MENELAUS, British str., for Tsikoo. NANCHANG, British str., for Canton. PRINZ SIGISMUND, German str., for Nagasaki. TRIUMPH, German str., for Hollow. YUBYSANG, British str., for Manila.

SHIPPING REPORTS. The British elr. Glamorganshire reports: Strong N. F. morsoon, rough seas, equally

VESSELS-IN-DOCK

February 7th. ABBRDEEN DOCKS. - Nerite. Kowloon Docks-Neil Mcleod, Germania, Amigo, Sorsogon. China, Landrat Scheiff, Tsintau, Cyklop, Shantung. COSMOPOLITAN DOCKS.—Singon, Suitang Chir shing.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

GTEAM FOR STRAITS, CEYLON, AUX TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDOR THROUGH BILLS OF LADING ISSUED TO BATAVIA, PRESIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"PENINSULAR," Captain R. A. Peters, carrying Majesty's Maile, will be despatched from for Bombay &c. on SATURDAY the 8th February at Noon, taking passengers and cargo for the above portin connection with the Company s.s. "MACEDONIA," 10,500 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marselles and London.

Parcels will be received at this Office unti 4 P.M. the day before sailing. The content and value of all packages are required. For further particulars, apply to

Superintender t. Hongkong, 8th February, 1968.

FOR SINGAPORE, PENANG AND CALCUTTA

TIHE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-DAY, the 8th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd.,

Agents. Hongkong, 5th February, 1908.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALE AT MALABAS

PROPOSED SAILINGS FROM HONGRONG

FOR BOSTON AND NEW YORK. S.S. "SHIMOSA" ... 12th February. For Freight and further information, apply a DODWELL & CO., LD.,

Hongkong, 21st January, 1908.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY,

STEAM TO BHANGHAI, YOKOHAMA AND KOBE,

THE Company's Steamship

Capt.—Bednarz, will-leave for the above places on FRIDAY, the 14th inst., A.M. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & CO. Prince's Building. Hongkong, 7th February, 1908.

ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Ko to on "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. 1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

_			, 41 °, 13 °				
	DESTINATION	vessel's names	PLAG & BIG	SLAG & BIS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
			-				
11.	LONDON &c., VIA USUAL PORTS OF CALL	PENINSULAR	Brit. str.	arget for Section 1	R A Patows	P. & O. S. N. Co	masa at Masa
). h	LONDON, ANTWERP & HAMBURG	FLIATORIBE	Brit. str.		******** **************		To-day, at Noon. On 20th inst.
_	MARSEILLES, HAVRE & HAMBURG, &c	SAXONIA	Gor. str		Habel	HAMBURG-AMBRIKA LINIB	On 18th inst.
. }	MARSEILLES. &c., VIA PORTS OF CALL	OCEANIEN	Fr. str		Maguen	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
ι.	MARSEILLES, HAVRE & COPENHAGEN &c	PETEONIA	Dan. str		H. Pybus	-Миссинев & Со.	On 21st inst.
P.	MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &C	RHENANIA	Ger. str	k.w.	V. Hoff	HAMBURG-AMERIKA LINIB	On 26th inst.
11	MARSEILLES, LONDON & ANTWERP	PALAWAN (************************************	Brit. str. ,.		Schwinghammer B.N.E.	P. & O. S. N. Co	About 12th inst.
_	HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str. Ger. str.	k.w.	Kotzte	HAMBURG-AMBRIKA LININ	On 10th March.
1	BREMEN & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. stre	k.w.	Peter	HAMBURG-AMBRIKA LINIS	On 24th inst.
	NAPLES, GENOAR ALGIERS GIBBALTAE &C	Prinz Heinbich	Ger. str.		P. Grosch	Mulchura & Co.	On 12th inst., at Noon.
	TRIESTE, &c., VIA SINGAPORE, &c.	Austria	Aus. str	—	Glilhuber	SANDER, WIELER & Co	About 24th inst.
,	BOSTON & NEW YORK	SHIMOPA	Brit. str	-	<u>A4</u> 4 ***	DODWELL & Co., LTD.	On 12th inst.
1.	BOSTON & NEW YORK VIA PORTS & SUBZ CANAL NEW YORK VIA SUEZ CANAL	Kennebec	Brit, str.	_	Beynon		About 7th Maach.
	NEW YORK VIA PORTS & SUEZ CANAL	Indrani Saint Patrick	Brit. str Brit. str		MacFarlane	Jaedine, Matheson & Co., Ld.	On 22nd inst., at 3 P.M.
· .	VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str	2 m.	049 044 100 040 044 100 044 100 040 040 044 100	SHEWAN, TOMES & Co	About 16th March. On 18th inst., at 4 P.M.
÷. ::	VANCOUVER VIA SHANGHAI JAPAN, &c	MONTEAGLE	Brit. str	1 m.		CANADIAN PACIFIC R. Co	On 22nd April, at Noon,
	VICTORIA (B.C.) & TACOMA via JAPAN	Kumeric	Am. str.		Cowley	DOLWBLE & Co., LTD	On 13th inst.
	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str		D. Mori	TOYO KISBN KAISHA	Sometime in March.
	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str	l m.	G. W. Eidy	BUTTERFIELD & SWIEB	On 11th inst, at Noon.
. }	AUSTRALIAN PORTS VIA MANILA AUSTRALIAN PORTS VIA PORT DARWIN &c.		Ger. str	1 ' ' ' '	D. Lenz	Malchues & Co.	On 27th inst, at 5 P.M.
- '	JAPAN		Brit. str Dut. str		Pand w	JAVA-CHINA-JAPAN LIJN	On 29th inst., at Noon. Quick despatch.
	TSINGTAO & CHEFOO	KWEIYANG		1	Dowson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
	CHINKIANG & WUHU	Kowloon	Ger. str	2.45	T. Stehr	HAMBURG-AMBRIKA LININ	On 10th inst.
	SHANGHAI YIA SWATOW, AMOY & FOOCHOW	SHOSHU MARU	Jap. str		M. Nemoto	Ogaka Shosen Kaisha	On 11th inst., at 10 A.M.
	SHANGHAI	HANGSANG	Brit. str		A. E. Bandbach	-Jaedine Matheson & Co., Ld	On 11th inst., at Noon.
	SHANGHAI & CHINKIANG	HANGCHOW	Brit. str		Mawley	BUTTERVIELD & SWIRE	On 11th inst., at 4 P.M.
	SHANGHAI SHANGHAI	KIUKIANG	Brit. str Brit. str		T. D. Noveheembe	BUTTERVINLD & SWIRE	On 11th inst., at 4 P.M.
	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN	Ger. str	11 1 1	B. Wilhelmi	MELCHERS & Co	On 12th inst., at 4 P.M. About 12th inst.
	SHANGHAI, YOKOHAMA & KOBE	VORWARRTS	Ans. str	1	B. Bednarz	SANDER, WIELER & Co	On 14th inst., A.M.
ا .	SHANGHAI, YOKOHAMA KOBE & MOJI	KUTBANG	Brit. str		Bradley	JARDINE, MATHESON & Co. LD.	On 14th inst., at 4 P.M.
	SHANGHAI, YOKOHAMA, & KOBE	CATHAY	Dan. str	1 ' .	** **************	MELCHERS & Co.	On 13th inst.
	SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str	1 4	To her ten ben bes na	HAMBURG-AMBRIKA LINIE	On 15th inst.
	SHANGHAI, YOKOHAMA & KOBE	HOHENSTAUFEN	Brit. str	•	F. Northcombe	Butterfield & Swire	On 21st inst.
	AMOY (DIRECT)	TAISANG	Brit. str.		D. Christie	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M. On 10th inst., at Noon.
,	TAMSUI VIA SWATOW & AMOY	JOSHIN MARU	Jap. str		H. S. Smith	Osaka Shosen Kaisha	To-morrow, at 9 A.M.
i.]	SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str	1	J. S. Rosch	DOUGLAS LAPRAIR & CO	To-morrow, at 10 A.M.
	SWATOW, AMOY & FOOCHOW	HAIMUN	Brit, str	1 -	A. J. t obinson	DOUGLAS HAPRAIR & Co	On 11th inst, at 10 A.M.
2	HOIHOW & HAIHPONG	SINGAN,		1	Jameson	BUTIERPIELD & SWIRE	To morrow, at 10 A.M.
	MANILA	ZAFIRO			A Sommer II	SHEWAN TOMBS & Co.	To-day.
	MANILA		Brit. str Brit. str	• • • • • • • • • • • • • • • • • • • •	A. Sommerville S. J. Payne	Butierfield & Swire	On 11th inst., at 4 P.M.
:	MANILA	The second control of the control of	Brit. str		B. Almond	SHEWAN, TOMES & Co	On 14th inst., at 4 P.M. On 15th inst
y	MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTREFIELD & SWIRE	On 18th inst., at 4 P.M.
	MANILA	1	Brit. str		T. Meyrick	JARDINE, MATRESON & Co., LD	On 21st inst., at 4 P.M.
.	ILOILO & CEBU	SUNGRIANG	Brit. str. ,.		G. H. Pennefather	BUTTERFIELD & SWIEB	To-day, at Noon.
	CERU & ILOILO		Brit. str		Mathias	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
	SANDAKAN	RAPERO	Brit, str.		R. Houghton	JARDINE, MATHERON & Co., LD.	On 11th inst., at 4 P.M.
أني	BOMBAY VIA SINGAPORE & PENANG	LEVANZO	Ger. str Ital. str		Belsito	MELOHERS & Co	Middle of February. On 12th inst., at Noon.
d	SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.			DAVID BASSOON & Co., LTD.	To-day, at 3 P.M.
	SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str			JARDINE, MATHESON & Co., LD.	On 20th inst., at 3 r.m.
7,	BATAVIA, CHERIBON, SAMARANG, &c	TJILATJAP	Dut. str			JAVA-CHINA-JAPAN LIJN	About 11th inst.
· ·							
₹. ;	HONGKON	C_MANT	I T A	- <u>- </u>			
. :					A ANTIN A C		



HUNUINUT WANLLA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manils. Saloon amidships. Electric Light, Perfect-Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers:

STE	AMSHIP O	OMANY, LIM	ITED.
BURAMSHIP TONS.	CAPTAIN	FOR	DATE:
ZAFIRO 2540 RUBI 2540	Rodger R. W. Almond.	Manila Manila	On 8th February.

HONGKONG-NEW

For Freight or Passage apply to

Hongkong, 4th February, 1908.

SHEWAN, TOMES & CO.. GENERAL MANAGERS

AMERICAN ASIATIO STEAMSHIP COMPANY FOR NEW YORK VIA PORTS AND

YORK.

SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

-S.S. "SAINT PATRICK" About 16th March.

For freight and further information apply to SHEWAN TOMES & CO.,

GENERAL AGENTS. Hongkong, 28th January, 1908

RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE PHAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER II days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOROHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.		Tons	LEAVE HONGKONG	ABRIVE VANCOUV
"EMPRESS	OF JAPAN"			ebr 2nd March
	OF CHINA"		THURSDAY, 12th M	
"EMPRESS	. -		THURSDAY, 9th A	
"MONTEAG	ip.e.e.	6,163 ,,	WEDNESDAY, 22cd A	pril 15th May
	OF JAPAN"		THURSDAY, 7th M	lay 25th May
"EMPRESS	OF CHINA"	0,000	THURSDAY, 4th J	uue 2200 J 1118

"EMPRESS" Steamers will depart from HUNGLUNG at a P.M. Intermediate Steamers at 12 Noon.

FITHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAL NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG.

- Hongkong to London, 1st Classvia St. Lawrence River Lines or New York £71.10 and let Class Railways ... } # 240, ,, 242. Intermediate on Steamers? First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates. affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WOBLD. SIECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments For further information, Maps, Router, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Preys opposite Blake Pier.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STHAMES DESTINATION

"CATHAY" On 13th February. SHANGHAL YOKOHAMA & KOBE MARSEILLES, HAVRE "PETRONIA" On 21st February. COPENHAGEN & ST. PETERSBURG-5

For Further Particulars, apply to Hongkong, 4th February, 1908.

MELOHERS & CO.. AGENTS.

DATE OF SAILING.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Stean	oers.	Tons.	Captain.		Sailing Date.
† KUMER * SHAWM * TREMOI † SUVERI	UT	6,232 9,606 9,606 6,232	Cowley E. V. Roberts T. W. Garlick W. Shotton	•••	On 13th February. On 21st February. On 17th March. On 9th April.
			1 Cargo only.	1	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensured steadiness at B a Electric fan in each room. Barber's shop and steam laundry. - Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 7th February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STRAMERS AMOY (direct)..... Monday, 10th Febr., Noon

† SHANGHAI

† SHANGHAI

† SHANGHAI

† MAUSANG"

Tuesday, 11th Febr., 4 P.M. * SINGAPORE, PENANG & CALCUTTA" NAMSANG"... Thursday, 20th Febr., 3 P.M. * MANILA YUENSANG"... Friday, 21st Febr., 4 P.M.

FOR THE MANILA CARNIVAL. A Special reduced fare of \$50 for Return Passenges will be issued for our Sallings to Manila of the 21st and 28th instant, available for 80 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtone Ports, Cheloo, and Tientein via Chingwantau.

For Freight or Passago, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 8th February, 1908.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 9th inst., at 10 A.M.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers. Hengkong, 6th February, 1908.

NAVIGAZIONE GENERALE ITALIANA.---

(Florio and Rubattino United Companies.) STEAM FOR BOMBAY, VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA also VENICH and TRIESTS, all MEDITER-SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHLONA. VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

" LEVANZO," Captain Belsito, will be despatched as above on WEDNESDAY, the 12th Febr., at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 31st January, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.



FRENCH MAIL STEAMERS, STEAM FOR SAIGON. SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA, EGYPT ADEN. MARSEILLES, LONDON, HAVE BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIEN, Captain Maguen, will be despatched for MARSEILLES, on TUESDAY, the 18th

February, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows :--S.S. "ERNEST SIMONS!" ... 3rd March. S.S. "TONKIN" "POLYNESIEN" ... 31st March.

Hongkong, 7th February, 1808



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE. PENANG. COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, . to PERSIAN GULP, RED SHA, BLACK

SHA, LEVANT, VENICE and ADBIATIC

THE Company's Steamship

"Austria," Capt. Gillhuber, will be despatched as above on or about MONDAY, the 24th February. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents. Princes' Buildings. Hongkong, 29th January, 1908.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

Calling at FORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TABMANIA, &c.)

THE Steamship "EASTERN.

Captain McArthur, will be despatched as above, SATURDAY, the 29th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

passengers the Steamers of the Company have electric fans fitted in staterooms. For Passage, apply to
GIRB, LIVINGSTON & Co.,

N.B.—To assure the additional comfort of

Hongkong, 5th February, 1908, 317 -TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With Liberty to call at Honolulu and

Balina Cruz. Steamers KASATO MARU" 6,100 Sometime in

Taking Freight and Passengers to other Eastern and Western-Coast Ports of South America in connection with Steamers of the Pacific B. N. Co.

> K. MATSDA, Manager, York Building.

Hongkong, 27th December, 1907.

REMARKS.

LONDON VIA USUAL PORTS | PENINSULAR | Noon. 8th | See Special OF CALL...... Capt. R. A. Peters

Febr. J Advertisement.

For further Particulars, apply to

E. A. HEWETT. Superintendent.

Hongkong, 8th February, 19(8

	FOE	BTHAMBE	TO SAIL.
ILOILO and CE	BU	. "SUNGKIANG"	On 8th Pohr Maar
		77 M. I P. J. A. J. M. P. J	On 9th Fabric 10
NINGPU and 5)	HANGHAI	"YOCHOVE"	On 10th Febr., 4 P.M.
MANILA ZAI	MBOANGA. PORT		On tom rear, 4 P.M.
DARWIN TH	IURSDAY ISLAND		
COOKTOV	WN. CAIRNE	-	
TOWNSVILL	E. BRISBANE		
SYDNEY, H(OBART. LAUNCE.	- • 1 "CHANGSHA"	On 11th Febr., Noon.
BTON. NE	EW ZEALAND I		
MELBOURNE	ADELAIDE,		
and PERTH		**************************************	
TBINGTAU and	CHEFOO	" " R WEIT VA NA"	0-1141 13-1
L. TADDWADW	AUTATION A STA	1 14 and 1 and 2 and 2 and 2 at 1 a b b	On lith Pepr., 4 P.M.
SHANGHAI		† "HANGCHOW"	On 11th Padr., 4 P.M.
MANILA		# "TEAN"	On little roor, 4 P.M.
BHANGHAI		+ "SHAODOTNO"	On little repr., 4 P.M.
CEBU and ILOII	.0	• "EATFONG"	On 12th Pebr., 4 P.M.
MANILA		• WITA METRICA P	On loth tebr., 4 P.M.
* The attention	n of Passangers is dire.	* "KIUKIANG" "TEAN" + "SHAOHSING" "KAIFONG" "TAMING" oted to the superior second	On lota repr., 4 P.M.
steamers, which are	fitted throughout with	Electric Light. Unrivalled	Total one of these
urgeon is carried.	and the second s	THE PROPERTY AND A PROPERTY OF THE PROPERTY OF	Tante. To any dastified
		ding to all Vangtage and Nor	Alama Cildana an

REDUCED SALOON FARES, SINGLE AND BETURN, TO MANILA AND -AUSTRALIAN PORTS. For Freight or Passage, apply to-BUTTERFIELD & SWIRE, Hongkong, 8th February, 1908. AGENTS.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

POR	othambrs	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH" Capt. Grosch	Wed'day 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE	"GOEBEN" - Capt. WILHELMI	About Wed'day 12th February.
	Capt. F. SEWRITZ	Middle of Feb.
BANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.
For frither Particular and land		

NORDDEUTSCHER LLOYD MELCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.



estralian Ports.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO. 5 5.8. LHAVING TAMBUI VIA SWATOW S"JOSHIN MARU" SUNDAY, 9th Febr., AND AMOY Capt. H. S. SMITH

+ SHANGHAI VIA SWATOW, 5"SHOSHU MARU" TUESDAY, 11th Febr., AMOY AND FOOCHOW Capt. M. NEMOTO at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. + Taking Cargo on through Bills of Lading to all Yaugteze and Northern Chins Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkoug, 8th February, 1:08.

r. ARIMA, Manager.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Bailings from JAPAN, CHINA and PHILIPPINES, via SURAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT-SAILINGS FROM HONGKONG:

OUTWARD. FOR SHANGHAI, YOKOWAMA & KODE: S.S. SAMBIA ... 15th Febr... FOR SHANGHAI, YOKOHAMA & KOBH: HOHENSTAUFEN ... 21st Febr. FOR SHANGHAL, YOKOHAMA & KOBE: BELGRAVIA ... 5th March

FOR MARSEILLER, HAVEN & HAMBURG: S.S. SAXONIA ... 18th Febr. FOR BREWEN & HAMBURG: S.S. SPEZIA FOR MARSEILLES, PLYMOUTH, HAVEN & HAMBURG ; S.S. RHENANIA ... 26th Fobr. FOR HAVRE, BREMEN & HAMBURG: SS. SLAVONIA ... 3rd March.

HOMEWARD.

FOR ROTTERDAM & HANBURG: 8.8 AMBRIA... ... 10th March. COAST SERVICE. S.S. KOWLOON ... FOR CHINGKIANG & WUHU .. On 10th February. Freight

For Further Particulars, apply to-

HAMBURG-AMERIKA LINTE, Hongkong, 6th February, 1908. Hongkong Office.

THOS. COOK & SON.

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VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED,

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE." Will be despatched for the above Ports of THURSDAY, the 20th February. For Freight and Further Particulars, apply to-SHEWAN, TOMES & Co.,

Agents. Hongkong 23rd January, 1908

"INDRA" LINE LIMITED. FOR NEW YORK VIA SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST.

THE Steamship Captain MacFarlane, will be despatched as

above on SATURDAY, the 22nd February, at 3 P.M., instead of as previously advertised. For Freight, apply to JARDINE, MATHESON & Co. Hongkong, 6th February, 1908.

SHIPPING IN PORT.

January—Hollow 16th January, General - Jebsen & Co. AUCHENBLAE, British str., 2,597. Mair, 30th January-Port Kembla 3rd January, Coal

-M. M. & Co. AWA MARU, Japanese str., 3,912, F. E. Cope. 6th February-Singapore 31st January, General-Nippon Yusen Kairha

BLUECROSS, British str., 1,959, W. J. Heselton, Srd February-Cardiff 6th December, Coal —Admiralty. Bourson, French str., 997, Le Bail, 2nd Feb. -Saigon 28th Jan., Rice-Chinese.

CHANGSHA, British str., 2,269, G. W. E.dy, 5th February-Sydney via Ports and Manila 2nd Feb., General—Butterfield & Swire. CHINA, American str., 3,186, D. E. Friele, - 1st February-San Francisco 31st Dec., General-P. & O. S. S. Co.

CHIPSHING, British str., 1,199, F. Mooney, 29th January-Swatow 28th January, General -Jardine, Matheson & Co. CHITUEN, Chinese str., 1,177, C. Stewart, 3rd

February-Shanghai 31st Jan., General-Chowra, German str., 1,055, G. Spiesen, 3rd Sunghtang, British str., 987, G. H. Penne-February-Saigon 29th January., Rice-

Butterfield & Swire. DRUMGRITH, British str., 2,476, J. Tairweather, 4th Feb.-from Bristol Channel, Coal-

EMPRESS OF JAPAN. British str., 3,039, H. Pybus, R.N.R., 13th January-Vancouver, B.C. 24th Dec. via Japan Ports and Canadian Pacific Rollway Co.

FRITHJOF, Norwegian str., 891, Olaf Andersen, 3rd February-Saigon 29th Jan., Rice-Asgaard, Thoresen & Co.... HAITAN, British str., 1,183, J. S. Roach, 6th February Foodbow Feb. 3rd, Amoy 4th,

& Swatow 5th, General-Douglas, Lapraik HANGCHOW, British str., 999, Mawley, 6th Feb. TSINTAU, Germin str., 996, O. Koch, 25th Jan. -Shanghai 2nd Feb., General-Butterfield & Swire.

HELLAS, German str., 1,553, J. Sach, 6th Feb. - Wakamatsu 31st January, Coal -Siemssen & Co. HILARY, German str., 1,850, H. Uecker, 22nd

Jan.-Macassar 13th Jan., General-Java China Japan Lijn, February. Nagasaki 28th Jan., Coal and

General—David Sassoon & Co., Ltd. JOSHIN MARU, Japanese str., 702, H. S. Smith, 6th Feb.-Tamsai via Amoy and Swatow 5th Feb., General-Osaka Shosen Kaisha. KIANGPING, Chinese str., 1.222, H. Uddin, 6th February-Chinkiang 1st Feb., General-

Kowloon, German str., 1,427, H. Enigk, 4th February-Chinkiang 31st Jan., General-

Hamburg-Amerika Linie. KWANGSE, British str., 1,228, H. Scott, 4th Feb.-Chinkiang and Wuhu 31st Jan., General-Butterfield & Swire. KWANGTAR, Chinese str., 1,536, Wm. H. Lunt,

31st January - Shanghai 28th Jan., General -Chinese Kwhitans, British str., 1,044, M. Dowson, 29th January-Hoihow-28th-Jan., General-

Butterfield & Swire. LABRIES, British str., 1,340, J. B. Jackson, 6th February Saigon 1st February, Rice and General-Chinese. LANDRAT, FCHEIPF, German str., 1,012, H.

Grandt, 4th February-Shanghai Sist Feb. -Siemssen & Co. LEVANZO, Italian str., 2,281, Belsito, 6th Feb. -Bombay and Singapore 30th January, General-Carlowitz & Co. Lydia, German str., 1,771, Meyer, 5th Feb. -Wuhu 30th Jan., Rice-Siemssen & Co.

MACHEW, German str., 996, Zallner, Stat Jan -Bangkok 23rd Jan., Rice.-Butterfield

MANCHURIA, American-str., 8,750, J. W. Saunders, 5th Feb.—Sau Francisco via Ports and Shanghai 3rd Feb., Mails and General-Pacific Mail Steamship Co. MAUSANG, British str., 1,644, R. Houghton, 29th January-Sandakan 23rd January, Timber and General-Jardine, Matheson

MERAPI, Dutch str., 1,937, Uldall, 3rd Feb. -Java and Singapore 27th January; General NANCHANG. British str., 1,040, W. Miller,

5th February-Shanghai 2nd February, General-Butterfield & Swire. NANSHAN, British str., I,299, Allan Jones, 6th February-Saigon 1st February, Rice-Bradley & Co. NERITE, Dutch str., 1,453, Westers, 2nd Feb .-

Pulo Sambo 19th January, Kerosine Oil-Meyer & Co. NISSIN MARU, Japanese str., 1,957, S. Shirakawa, 2nd Feb.-Moji 27th Jan., Coal-Mitsui & Co. NORD, Norwegian str., 730, G. Haraldsen, 14th January Bangkok and Anning 7th Jan.

Salt and Rice - Asgaard Thoresen & Co. ORLAND, British str., 917, T. A. Las, ora Feb. Rajang (Borneo) 27th January, Timber.-Wallem & Co. PERSIA, British str., 2,744, A. Dixon, 11th Jan. -San Francisco 7th Dec. & Portland, Or, 15th Dec., Flour-O. & O. S. S. Co.

PHEUMPENH, British str., 1,300, J. H. Scott 2nd Feb.,-Saigon 28th January, Rice-Chines: PHRANANG, German str., 1,021, F. Bucking, Butterfield & Swire.

PHU-YEN, French str., 1,299, Bouisson, 6th Feb.—Saigon let Feb., Rice and Paddy— Bradley & Co. PROMETHEUS, Nor. str., 1,024, O. Corneliussen,

4'h February Bangkok 26th Jan., Rice Nippon Yusen Kaisha PRONTO, Norwegian str., 838, T. Seeberg, 25th January-Saigon 19th Jan., Rice & Flour -Wallem & Co. SHAOHSING, British str., 1,807, McIntosh, 6th

February-Shanghai 3rd Feb., General-Butterfield & Swire. SHIMOSA, British st., 2.699, H. S. Best, 3rd Feb.—Shanghai 30th Jan., General— Dodwell & Co.

SINGAN, British str., 1,046, F. Jamieson, 20th January-Haiphong and Holhow 19th Jan. Rice and Line Stock-Butterfield & Swire. STANDARD, Norwegian str., 894, IR N. Bull, 13th January-Cebu and Philipine Island 8th Jan., Ballast-Wallem & Co. Suisand, British str., 1.769, W. D. Welsh,

19th Jan.-Hongay 17th January, Coal -Jardine, Matheson & Co. father, 3rd Febauary-Iloilo 30th January, -Butterfield & Swire.

TAISANG, British str., 1,544, D. Christie, 4th February-Iloilo 31st January, Sugar-Jardine, Matheson & Co. TAISHAN, British str., 1,411, Laing, 23rd Jan. -Saigon 18th January, General-Bradley

Shanghai 11th Jan., Mails and General TAIWAN, British str., 1,042. J. A. Martin, 6th February-Saigon lat February, Rice and General-Chinese.

INGBANG, British str., 1,400, E. M. Reynolds, 27th January — Wakamatsu 22nd Jan., Coal — Jardine, Matheson & Co. TJILATJAP, Dutch str., 2,475, van Emmerick, 5th February-Moji 31st January, Coal-

Java China-Japan Lijn. -Bangkok Jan. 15th, and Holhow 25th, Rice and Monl-Butterfield & Swire. Tungshing, British str., 1,176, W. Stalker, 5th February-Wuhu and Chinkiang 31st

Jan., General-Jardine, Matheson & Co. VORWARETS, German str., 643 B. Ohlsen, 29th January-Swatow 28th Jan. General-Jebsen & Co. JAPAN, British str., 3,806, J. G. Olifent, 1st WAISHING, British str., 1,170, W. J. Richard,

5th February - Weihaiwei 31st January, General - Jardine, Matheson & Co. YATSHING, British str., 1,424, M. Coutney, 5,6 February-Wuhn 31st January, Rice-Jardine, Matheson & Co.

Yochow. British str., 1,305, F. D. Northcombe. 3rd February - Shaughai 30th January, General—Butterfield & Swire, ZAFIRO, British str., 1,629, R. Rodgers, 3rd February-Manila lat February, Hemp and

Sugar -Shewan, Tomes & Co. SAILING VESHELS. ECLIPSE, British 4-masted bark, 2,968, L. D.

Vance, 24th August-New York lat May, Case Oil-Standard Oil Co.

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A TABLE OF THE RATES-OF-EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English

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NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

NOTICES TO CONSIGNEES

FITHE Steamship

"KLEIST," \

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st inst., at NOON. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 8th inst. will subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. --NORDDEUTSCHER LLOYD, MELCHERS & Co. -

Hongkong, 1st February, 1908. NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

Captain Hasse, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hezordous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, of Cargo are hereby informed that their Godd. and stored at Consignees' risk and expense.

date they cannot be recognised. have left the Godowns, and all Goods the Goods are landed. remaining undelivered after the 10th inst., Optional Goods will be carried on unless will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowne, where they will be examined on the 10th inst., at 3 P.M. No Fire Insurence has been effected,

HAMBURG-AMERIKA LINIE, "ongkong Office. Hongkong, 7th February, 1908.

NORDDEUTSCHER-LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"PRINZ SIGISMUND." having arrived, quaignees of cargo are hereby informed that their Goods, with the exception of Opium Treasure and Valuables, are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkoug and Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject All broken chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M All claims must reach us before the 15th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Hongkong, 4th February, 1908 . S.S. "ERNEST-SIMONS." COMPAGNIES DES MESSAGERIES MARITIMES NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro" and "Matapan," from Bordeaux ex s.s. " P. Leroy Lallier," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Go. down Co., Ltd., at Kowloon, whonce delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless-

intimation is received from the Consignees before NOON, To-DAY, requesting it to be Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 10th inst., at Noon, will

be subject to rent and landing charges. All claims must be sent in to me on or before the 10th inst, or they will not be recognised. All damaged packages will be examined on MONDAY, the 10th inet., at 3 P.M. No Fire Insurance has been effected.

MILLET Hongkong, 3rd February, 1908. NAVIGAZIONE GENERALE

(Florio and Rubattino United Companies). NOTICE TO CONSIGNEE

ITALIANA

FROM BOMBAI AND SINGAPORE.

THE Steamship

"LEVANZO." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be oblained, Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to reut.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will bo examined on the 14th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & CO.,

Agents. Hongkong, 6th February, 1908. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloou, where each consignment will be sorted out Mack by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London So., or s.s. " Mooltan." From Australia ex s.s. " Mongolia." From Calcutta, ex s.s. "Ceylon."

From Persiah Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before Goods not cleared by the 12th lost. at

P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Cousignee's and the Company's representative at an appointed

hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT Superintendent_ Hongkong, 6th February, 1903.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP. LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees are being landed and placed at their risk All Claims must be presented within ten in the Hongkong and Kowloon Wharf and days of the steamer's arrival hore after which Godown Company's Godown at Kowloon, where No Claims will be admitted after the Goods mark and delivery can be obtained as soon as

> instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 13th inst., 1998

will be subject to rent. ... No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at an appointed hour. All Claims must be presented. within ten days of the steam reserval here. after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 6th February, 1908. - 332

Gutler, Palmer & Go.'s



SHIPPERS Gutler, Palmer & Go., London. AGENTS

HONGKONG. NATAL LINE OF STEAMERS WHE Undersigned GENERAL AGENTS

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POST OFFICE	E NOTICE		· Address Carrier
POR	PER	DATE	
Shanghai, Nagasaki, Kobe and Yokohama G	amorganshire 8	sturday, Sth, 10,00 A,M:	-
		aturday. 8th; 10.00	
Manila		sturday, 8th, 10.00 A.M.)n I
Firmmania di anti di a	, i	Printed Matter and Bam. 1	ָּ ק
Lunory &c., India via Tuticoria		nlm	1
Posiage 10 conts)		Registration 10.00 A M	
(Supplementary mail on board up to the time fixed for departure of the mail)	minoular	fee of 10 cents, upvo.	- t (
Tetes Postners 10 cents.)		Registration, Kowled	On I
(Letters pocted in all the Pillar Boxes in time for the first clearance will be		B.O10.00 A.M.	
included in this contract mail.)		No late fee. Letters 11.00 A.M.	On
		Saturday, 8th, 1.15 P.M.	On :
Otamore Penny and Calcutta		Saturday, 8th, 2.00 P.M. Saturday, 8th, 3.00 P.M.	UN .
Since nore Colombo and Bombay	Takamiya Maru	Saturday, 8th, 3.00 P.M.	О и
	**************************************	Sunday 9th 8.00 A.M.	
Hollow and Haiphong.	ingan	Sunday, 9th, 9.00 A.	On
Bwatow, Singapore and Dangaok			
HONOTHER and SAN PRANCISCO			ON
Swatow, Amoy and Foochow	Taitan	Monday, 1(1h-11.00 A.M.	-, ,,, ,
Batavia, Cheribon, Samarang, Scerabaya and	***	Monday, 10th, 11.00 A.M.	On
Managar	Yoehow	Monday, 10th, 8.00 P.M.	On
Bestow Amey and Foochow		Tuesday, 11th, 9.00 A.M.	On On
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville,			On
Prisbane, Sydney, Hobart, Launceston,	Changsha	Tuesday, 11th, 11.00 AM.	On On
New Zealand, Melbourne, Adelaide, Perth,			Sov Go:
Rangeok.	Machew	Tuesday, 11th, 1.00 P.M. Tuesday, 11th, 8.00 P.M.	BAL
	l can Kweiyang	Tuesday, . 11th, 3.09 P.v.	
Standard Chinkians	Hangchou Kwangse		
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Buninken andieren andieren anterenten berteter berteten	Mawong	Tuesday, 11th, 3:00 P.M. Tuesday, 11th, 3:00 P.M.	∘ H oi
36.00.00 79.07.03	Shimosa	Wednesday, 12th, 10.00 A.M.	
		Wednesday, 12th, Printed Matter and San -	
EUBOPE, &c., INDIA VIA TUTICORIN		ples	· .
(Late Letters 11.00 to 11.30 A.M. Little	$-H^*$	(Registration, with	2.0
Postage 10 cents) (Letters posted in all the Pillar Boxes	Prinz Heinrich.	fee of 10 cents, up to	Ma Ma
in time for the first clearnance will be		Registration, Kowlon	Ma
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	i.	Letters 11.00 A.M.	Pe
Shanghai	Shaoshing	Wednesday, 12th, 3.00 P.M. Wednesday, 12th, 4.00 P.M.	Pa Pa
Singapore. Penang and Bombay Moji, Kobe, Yokohama, Victoria and Tacoma	Kumeric	Thursday, 13th, 2,00 P.M.	Be
		Thursday, 18th, Printed Matter and Sam-	Be -
		Registration 2.30 P.M.	1
BHANGHAI, NAGASARI, KOBE, YOKOHAMA, I. VICTORIA and VANCOUVER (B.C.)		Registration, with lat-	- + -
- ' (Saudiemenista mair, ou notes ab or me Ci-	Empres of Japan	feo of 10 cents, up t	-
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		B.O 2,00 P.M.	l M
		Letters 3.00 P M.	M
Manila	Loongsang	Friday, 14th, 3.00 P.M. Friday, 14th, 3.00 P.M.	lef
Shanghai, Yokohama, Kobe and Moji	Rubi	Saturday, 15th, 10.00 A.M.	the
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Cebu and Iloilo	Kaifong	(Tuesday, 18th,	
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MUROPE, &c., India via Tuticorin		Registration 10.00 A.M.	, "
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	Wa waka a	Tuesday, 18th, 3.00 P.M.	'•' •
Manila	Taming Tango Maru	Tuesday, 18th, 3.00 P.M	· •
7 th - 44 fa	25	manager 18th, 5.00 P.W	
Singapore, Penang and Colombo	Yawata Maru	Wednesday, 19th, 11.00 A.M. Chursday, 20th, 2.00 P.M.	



SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hengkong, 2 th January, 1908.

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COMMERCIAL.	J OINT
CLOSING QUOTATIONS.	COMPANY.
February 7th.	Alhambra
Telegraphic Transfer	Banks
Bank Bills, on demand Bank Bills, at 30 days sight 1011	Wanahama & 69
Bank Bills, at 4 mouths' sight 1 104	Hongkong & S'l
Documentary Bills 4 months sight 1/11 7s	National B, of Ch
Bank Bills, on demand	Bell's Asbestos E. China-Borneo Co.
on demand	China Light & P. (
NEW YORK.————————————————————————————————————	China Provident Cotton Mills—
Credits, at 60 days sight471	Ewo
Telegraphic Transfer	International Laou Kung Mo
ON CALCUTTA.— Welgeranhia Transfer	Soychee
	Dairy Farm Dooks and Whars
Bank, at sight	H. & K. Whirf
ON YOKOHAMA.—On demand922	H. & W. Dock New Amey Doc
ON BATAVIA On demand	Shanghai Dock
On Haffehong.—On demand 54 p.c. pm. On Saigon.—On demand 54 p.c. pm.	
ON BANGKOK.—On demand803 SOVEREIGNS, Bank's Buying Rate\$10.45	Green Island Cer Hongkong & C. (
GOLD LEAF, 100 fine, per tael \$55.65 BAR SILVER, per ox	Hongkong Electi Hongkong Hotel
SUBSIDIARY COINS.	Hongkong Ice Co H.K. Milling Co
Chinese 20 cents pieces \$7.10 discount	Hongkong Kope
20 H H 17 17 19	Canton China Fire
Hongkong 20 " " 6.55 " 6.95 "	China Traders - Hongkong Fir
OPIUM.	North China . Union
Pebruary 7th.	Yangtsze
Maiws New \$950 per picul.	Land and Build Hongkong Lan
Malwa Old \$1000 \$1040 \$1070	Humphrey's Kowloon Lan
Persian fine quality \$800	Shanghai Lar WestPoint Bu
Persian extra fine \$860 Patna New 19874 per chest.	Mining -
Patra Old \$9874 Ben res New \$9825	Charbonnage Ranba
Bensres Old	Peak Tramway
VESSELS EXPECTED.	Philippine Co. Befineries—
THE GERMAN MAIL. The I G.M. str. Prinz Heinrich left-Kob	China Sugar
via Nagasaki and Shanghai on Sunday, the 2n inst. p.m., and may be expected here on or about	d Steemship Con
Monday, the 10th inst. p.m. The I.G.M. str. Goeben carrying the German	Douglas Stea
Mails with dates from Berlin of the 14th all left Colombo on Saturday, the lat inst. a.m.	t,
and may be expected here on or about Tuesday	2919-4-4
the 11th inst. p.m. The I.G.M. str. Prinz Ludwig left Genon of	n Star Ferry
on or about the 4th prox.	South China M
THE INDIAN MAIL. The Indo-China str. Kutsang from Calcut	
and the Straits left Singapore for this port of 5th inst., and may be expected here on or about	it Powell & Co
The Inde-Chipse Straits on 3rd inst., as	d Weisemann
may be expected here on or about 19th inst,	United Asbest
The T.K.K. str. Nippon Maru sailed fro	

The T.K.K. str. Nippon Maru sailed from Yokohama on the 3rd inst., and is due to arrive here on the 12th inst. THE CANADIAN MAIL, The C.P.R. str. Empress of China left Vancouver a.m. on Saturday, the 25th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS. The Glen Line str. Glenlocky left Singapore on the 2nd inst., and may be expected here to-

The C. N. Co.'s str. Kaifong left Hoilo on 4th inst, at noon, and is due here to morrow. The Austrian Lloyd's str. Vorwaerts lef-Singapore for this port on the 5th inst., and is due here on the 11th inst.

The C. N. Co.'s str. Teinan left Sydney on 21st ult., and is due here on 14th inst. The N.Y.K. str. Riojan Maru (Bombay Line left Bombay for this port via Colombo and Singapore on the 29th ult., and is expected here on the 18th inst.

STEAMERS PASSED THE CANAL. Jan. 1st-Teenkai, Bluecross, Hohenfels. 4t. _Dramgeith. 8th_Agamemnon, Indrasamha Senegambia, Yunnan. 11th - Atholl 15th Benlawers, Longson, Cathay. 22nd-Manila, Monmouthshire, Saleuma, Patroclus Antilochus. 25th-Benmohr, Palma, Sambia Pakling, Pathan, Tonkin, Segovia, Tamba Maru 29th Hohenstaufen. Benavon, Myrmidon Nuanza, Silvia. Feb. 1st-Ajax, Machaon Lowther Castle, Sikh, Andree Rickmers. 5th-Borneo. Diomed, Glenturret. Peleus. Persia Bendoran.

. ARRIVAL AT HOME. Feb. 4th-Armand Behic, Kanagawa Maru.



SHIPPERS CUTLER, PALMER & Co., LONDOL

AGENTS LANE, CRAWFORD & CO.

医神经 医内性性性衰弱性 医肾炎 医乳腺性病 医乳皮 性 性 医生物 化		
JOINT STOCK SHARE.	HIS E	
Hongkeng, February 7tl	3.	
COMPANY. PAID UP. QUOTATION	Alacrit	
lhambra Ps. 200 Nominal.	As'ra's	
lanks-	706 Sh	
Hongkong & S'hai \$125 \$720, sellers \$715.	Belfer R.	
Hongrong & S mar. \$125 Ln. 270. Ln. 278.	Bramb	
National B. of China 26 \$51.	Briton Co	
China-Borneo Co \$12 \$101.	Cadmu	
China Light & P. Co \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Olio, I	
China Provident \$10- \$8}, buyers-	-Fame,	
Ewo	Flora,	
International Us. 75 Tis. 55, Laon Kung Mow Tis. 100 Tis. 72.	7(a B	
Soychee	Hand 4	
Dooks and Wharves-	Hart,	
H. & K. Whirf & G. \$50 { \$55, sellers		
H. & W. Dock \$60 198, sellers New Amey Dock \$61 \$10, sellers Shanghai Dock The 100 The 80.	Janus 3	
S'hai & H. Wharf Tis. 100 Ils. 214.	Kent	
Fenwick & Co.: Geo \$25 \$14. Green Island Coment \$10 \$114, sellers	King	
Hongkong & C. Gas £10 \$175, buyer		
Hongkong Electric \$10 \$14‡, sellers Hongkong Hotel Co \$50 \$104, buyer Hongkong Ice Co \$25 \$240.		
Hongkong Ice Co \$25 \$240. H.K. Milling Co., Ld. \$100 \$150, buyer Hongkong Rope Co \$10 \$141.	s Merl	
Insurances—	Mon	
Canton	sel. Moo	
China Traders \$25 \$91, buyers Hongkong Fire \$50 \$335,	Nigl	
North China	Otte	
Yangtsze \$60 \ \$1474.	Rob	
Land and Building— Hongkong Landlav \$100 \$101.	San	
Rumphrey's Estate \$10 \$10, buyer Kowloon Land & B \$80 \$88, selien	B	
Shanghai Land Tle, 50 Tls. 107. WestPoint Building \$50 \$48.		
Mining-	Tak	
Charbonnages Fcs. 250 \$500, sales Raubs		
Peak Tramways \$ \$10 \$13	Tea	
Philippine Co \$10 \$6.	Thi	
China Sugar \$100 \$100, seller Luzon Sugar \$100 \$14, buyer	rs Vir	
Steemship Companies		
China and Manila \$25 \$15, seller Douglas Steamship \$50 \$40.		
H., Canton & M \$15 \$291, seles	llers	
1 \$26), se	llers vv:	
Star Ferry \$10 \$24.	w	
South China M. Post. \$25 \$20.	, eps.	
Steam Laundry Co \$5 \$6, sellers Stores & Dispensaries		
Powell & Co., Wm. \$10 \$17, buyer		
Watkins		
United Asbeston \$4 \$10, buye Do. Founders \$10 \$150, buy		
Union Waterboat Co \$10 \$10, sell	org.	
VERNON-& SMYTH.		
HONGKONG TIDE TABLE.	All	
From February 8th to 14th, 1908.		
HIGH WATERLOW WA	TEL Cal	
Hougkong Height Hougkong	Height. D']	
A P AN Mean Time.	ft. in. Est	
8 Sat. 5 m 1 23 5 8 m 7 38 7 5/ 5	3 3 He	
E Ses. 9 m 2 31 5 0 m 5 17 a 3 2 5 3 0 37 a	2 8 Jak 3 1 3 2	
3 59 n 5 5 11 58 4	Ja v Ja	
d Tues. 11 5 5 4 5 8 7 46 3 9 m 0 57	2 4 Ke	
Thurs 13 m 8 49 4 1 m 1 46 m 11 57	3 8 Ly	
747 8 7	8 7	
HONGKONG METECBOLOGICAL REGISTER.		
Hongkong Observatory, January 7	th Ol	
a. Previous Day On Date at	On Date Pe	
n, Barometer 30.28 30.29	80.16	
n. Temperature 58 56 70 Humidity 12	68 Re	
Wind Direction E 5	ENE R	
Weather b	Sa	
Highest open air Temperature on 6th. Lowest open air Temperature on 6th	1100 DE	
	- St	
MESSRS. FALCONER & CO.'S REG	Te Te	
T S INT ROTAL TOTAL	ı <u></u> "	

February 7th. Barometer 9 A.M. 30.20 Therm. (Wetbulb) 9 A.M.51 Barometer 1 P.M., 30.13 Therm. (Wetbulb) 1 P.M.55 Barometer 4 P.M. 3 .05 Therm (Wetbulb) 4 P.M.56 Thermom. 9 A.M. 53 Therm. Maximum61 Thermom. 1 r.w. 60 Therm. Minimum over Thermom, 4 P.M. 61 PASSENGERS. ARRIVED. Per Glamorganshire, from Singapore, Mr and Mrs Heaton Ellis, Messrs, Clogg, Hawkes, and

Flaunigan. Per Tean, from Manila, Mr and Mrs Breson

and child, Mrs Wisligenus, Mesers, Kent, Gunner, Siverson, Bayers, Butcher, Rupp, Borry, Majee, Rofferty and child, Saito, and

Per Peninsular, for Hongkong, from Kobe, Mr J. H. Broad: from Shanghai, Mr and Miss Nicholson, Miss Forsyth, Messrs. G. W. Reid and servant, W. Farquharson, O. Thoresen, O. Colchan, Vates, Schroeter, and Baxter; from Yokohama, for Penang, Mr. and Mrs Pease, Mr and Mrs Hargraves and servants, Misses Spurs, Crosbie, and Lord, Messrs. W. Major, Claud King, Brown, Butler, Strout, Morgan, and Neville; for London, Muses 1 Hamer, B. Forsyth, and Grenville, Baron de Caters, and Mr Cotter; from Shanghai, for Mondon, Messrs. J. Allan, N. Lazarus, and C. Allison; for Bombay, Major and Mrs Soady,

BRITANNIC MAJESTY'S SHIPS N THE CHINA BQUADRON.

despatch-boat, 700 tons, 10 guns b.p., Comdr. E. La T. Leatham. a, 2nd class orviser 4360 tons, 10 gens, 000 i.b.p., Captain C. L. Vaughan-Lee British cruiser, Capt. S. E. Erskine, N. Hongkong! ole, ganboat, 710 tons, 900 i.b.p. Lieut. omdr. G. W. Davidson, Shanghai

nart, gunboat, 710 tons, 900 h.p., Lieut. omdr. W. L. Bamber, Shanghai us, British sloop, 1070 tons, Comdr. B. L Isjendie, Hongkong British sloop, 1070 tons, Comdr. C: Raikes, Amoy torpedo-boat destroyer, 310 tons,

uns, 5700 h.p., Lieut-Comdr. Gresson, 2nd class cruiser, 4360 tons, 10 guns, 000 i.h.p., Capt. Roland Nugent, Mira

torpedo-boat destroyer 295 tons, 6 guns, 1000 h.p., Lieut. Comdr. W. H. Darwall, Mirs Bay torpedo-boat-destroyer, 295 tons, 6 guns, 00 h.p., Lient.-Comdr. G. C. Dickens, sy torpedo-boat destroyer, 320 tons, 6 guns,

3900 hp, Lt. Comdi C. A. Freemantle, armoured, 9800, tons, 14 gnns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong Alfred, British orniser, Flag ship of Admiral Sir Arthur W. Moore, Commander, in Chief, 14100 tons, Capt. Cecil F. Thursby, Singapore

sha, river gunboat, 616 tons, Lieut.-Comeir. Mr. P. R. Adams Sidney H. Tennyson, Yangtaze lin, surveying ship, 1090, tons, 6 guns, 1400 Mr. W. Allanson i.h.p. Comdr. F. H. Walter, Hongkong Miss Barid mouth, cruiser, 9800 tons, Capt. J. A. Tuke, en route Colombo to recommission orhen, river_gnnboat, 180 tons, 2 guns, Lient. Comdr. A. Mellin, West River htingale, river gunboat, 85 tons, 240 h.p., Lileut. Comdr. R. S. Roy, R.N., Shanghai er; terpede best destroyer, 385 tens, 6 guns; 6300 f.h.p., Lt. Comdr. Kiddle, Hongkong in, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. Walcott, Hongkong dpiper, river gunbost, 85 tons, 2 guns, 240

h.p., Lieut.-Comdr. H. R. Tickell, West pe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yang tere kn, torpedo boat destroyer, Bosn. Strath, Hongkong

mar, receiving ship, 4600 tons 6 guns, Mr. J. G. Brown Commodore Stokes, Hongkong river gunboat. 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre , Yangtaze istle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai rago, torpedo-boat destroyer, 895 toas, 6 guns,

6,300 i.h.p., Lieut Comde, Stevenson, Mira Bay aterwitch, surveying ship, 620 tons, 450 i.b.p. -Comdr. R. W. Glepnie, Hongkonghiting, torpedo-boat destroyer, 360 tons, 5 Mr. A. H. Crook guns, 5,900 h.h., Lieut.-Comdr. H. B. Cox, Mr. J. Cruickshank

idgeon, gunboat 195, tons, 2 guns, 800 h.p. | Mr. G. Dallas Lt-Comdr. John F. Knox, Yangteze oodcock, gunboat, 150 tons, 2 guns, 550 h.p. | Mr. W. Einstmann Lient-Comdr. H. R. V. Cottrell Dormer, Miss K. E. Elliot oodlark gunboat, 150 tons, 2 guns, 550 h.p.

Lieut-Comdr. G. R. Livingstone, Yangtese **AUSTRIAN.**

iser Franz Josef I, Austrian cruiser, 4,309 Linienschiffskapitaen Wilhelm Pacher Northern Waters FRENCH. louette, river gunboat, Lient. Millet, Cochin. Miss H. E. Gibbs-

rgus, gunboat, 123 tons,—guns, 500 h.p. Lieut. Jeannel. Canton. ronade, gunboat, Lieut. Kerchael, Saigon soldée, gunbost 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Eost, Haiphong Entrecasteaux, French cruiser, 8,000, Capt. Tracon, Shanghai

turgeon, submarine, Saigon enri Riviere, gunboat, Lieut. Portier, Heiphong cquin, river gunboat, Lieut. Le Corolle Annam-Toukin, reserve veline, destroyer, 330 tons, 7 guns, 300 h.p. Lieut. Sagos-Duvahroux, Saigon ersaint, gunboat, 1250 tons, 6 guns, 2200 h.p. ComdraSimon, Saigon

ynx, submarine, Lisut. Armbruster, Saigon ontcalm, cruiser (Flagship of Vice-Admiral Perrin, Commander in Chief), 9700 tons Mr. A. J. Basto _12 guns, 19,600 h.p., Capt. Martel ionsquet, destroyer, Lieut. Duchemin, Baie Mr. & Mrs. W. Boldwin d'Along d'Along lry, gunboat, Lieut Grellier, Yangtse

eiho, gunboat, Lieut. Marchand, Tongka erle, submarine, Saigon. istolet, destroyer, Lieut. de Reinach Werth, -Baie-d'Alongrotée, submarine, Lieut. Glorieux, Saigon capier, destroyer, 330 tons, Lient, Vincent de Brichignace, Salgon edontable, battleship, (in reserve) 9347 tons 8 gons, 6071 h.p., Rear Admiral Richard

Fey, Saigon abre, destroyer, 330 tons, Lieut, Malliez tyx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p. Duc, Saigon urprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut Roque, Haiphong akiang, gunboat, Yangtsze. Takou, destroyer, Com. Terquem. Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay. Vigilant, gauboat, 123 tons, 7 gans, 500 h.p. Lieut, Brugnon, Canton

Furst Bismarck, (flagsbip), 11000 tons, 36 guns, 14000 b.p., Kontre-Admiral Coerper, Mr. King Utis, gunboat, 1000 tons, 10 guns, 1300 h.p.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Mrs. H. Beasley Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel Luchs, ganboat 850 tons, 10 guns, 1344 h.p. Captain Bölken Niche, cruiser, Captain Langemak

Tiger, gunboat, 900 tons, 10 gans, 1300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Captain Ress Vaterland, gunboat, tons, 3 gans, 500 h.p., Captain Toussaint' Vorwaerts, gunboat, Eirst Lieut. Riechers

ITALIAN. Vesuvio, craiser, 2145 tons, Baron de Saint Pierre, Shanghai PORTUGUESE.

Rio Lima, cruiser, 720, tong, 7 guns, Macao. UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons.

Callac, gunboat, 243 tone, Lt. Guy. Whitlook Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 8200 tons, Commande R. C. Smith, Cavite

Cleveland, cruiser. 3200 tons, Commandar J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Cruising Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai Dale, destroyer, 420 bons, Ens. G. V. Stewart,

Decator, destroyer, 420 tons, Ens. C. IW. Nimits. Cavite Denver, cruiser, 3200 tons, Commander W. P Caperton, Cavite Galvesten, craiser, 3200 tons, Commander. B. W. Hodges, Cavite Helena gunboat, 1392 tons, Commander R. M. Hughes, Yangtsze Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising

Mohican, (station ship); Lieut. Commander M Monadnock, monitor, 4000-tons, Lt. Commans der Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Pennsylvania, armoured eruiser, 13,680 tons. Capt. A. Ward, Cruising

Quiros, gunboat, 350 tons, Lt. H. P. Perrill. Rainbow, (Rear-Admiral Hemphill's flag sh Lieut.-Commander Joseph L. Jayne

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- Mr. H. Healy-

Hewett -

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Mr. Arthur Silverstone Mr. Erich Georg Mr. M. S. Silverstone Mr. Edwin Gunner Mr. M. L. Silverstone Mrs. G. J. Harman and Mrs. A. G. Smith Mr. & Mrs. S. uzl Mr. and Mrs. T. O. B. Miss de Souza Miss Square Mrs. Jackson & child. Mr. P. L. Wong

Aroons, cruiser, 2719 tons, Captain von Hippel, Mr. and Mrs. F. J. V. Mr. D. V. Steavenson Mr. Carl. Wallach Mr. E A. M. Williams Capt. F. Kofod Capt. H. Beasley, R.A. Mr. K. Fround Mr. E. Gaster Comdr. Grenfell, R.N. Dr. & Mrs. Belilios: Mrs. Grenfell Mr. F. Bevington Mr. and Mrs. Norman Mrs, E. L. Grieve Blanch Mr. H. Hupeden Miss Carter-Campbell -Mr. H. S. Chard

Liout E. L. Grieve, R.N. Mr. H. T. Jackman Mr. E. A. Koster Mr. T. Chinchen Mr. V. Langstein Dr. Francis Clark -Mr. A. E. Lanning Mr. A. N. Clothier Mr. & Mrs. L. Mar. ton Mr. & Mrs. Cocker Revd H. C. Meeks, c.r. Mrs. H. C. Meske Dr. & Mrs. W. Moore Mrs. Morgan Mr. R. Pater on Mr. P. Potts Mr. & Mrs. Preston Mr. L. C. Ross Mies C. Ried

Mr. R. Conrad Comrie Mr. Crnicksbank Lt. J. D'Esterre, R.G.A. Mrs. J. D'Esterre.. Capt. Dcorler, A.O.D. Mrs. Dooner Revd. A. Dalles-Ennis, Mrs. A. Dalles-Ennis Lt.-Comdr. Freemantle, Mra. G. Sachse Mr. J. Gray Scott

Mrs. Freemantle

ANNUAL SHIPPING REVIEW.

Mr. John White's thirty-seventh annual shipping review, dated 1st Jan. 1908, is as follows :-

It is unfortunately the fact that the past year satisfactory condition than it commenced. The of ships, and that working expenses continued to in orease, have wissly withheld from further building, therefore the number of contracts for ordinary cargo steamers were very few and far between throughout the year. This abstention from building does not materially affect the output of tonnage for the past year, but will be markedly shown in this year's returns. The production of merchant steamers from Pritish yards has been about 1,600,000 tons, which is a reduction of about 200,000 tons on the record total of the previous year. None of our builders have equalled the output of 1906 which from two yards alone was over 100,000 tons such. The largest total last year was by Messra. Doxford, of 91,254 tons, whilst four other yards have produced about 30000 tous, so that onequarter of the total large production is accounted for in five yards, and then not engaged to their full capabilities. . The following figures show the variation of the British register during the past year :---

Foreigners, about 1,301,500 tons.

Removed, which includes steamers lost, broken up and sold to Foreigners, about 657.7 0 tons. Added of sailing ships, about 75,900 tons, of which about 47.50 10 tons were to the Colonial

of which about 55,800 tons were Colonial There were under construction or 30th September last, according to the records of Lloyd's Register, steamers of 1,068,422 tons, which is a reduction of about 200,000 tons of the tonnage building twelve months previously,

The net addition to the British register, after deducting losses, broken up and sold to Foreigners, for the ten years 1897 to 1906, was 5,488,938 tons steamers, and the net reduction of sailing ships 1,23 ,641 tons. The increase of the effective tonnage is large, being of steamers, but a very large amount is represented in the leviathan passenger liners, and the very considerable total of meat, oil, fruit carriers, traw. lers, railway steamers, etc. The extension of commerce in the same period has also been very great. The export of Coal alone increased from 34,000,000 tons in 1896 to 55,5000,000 tons in 1906. The carriage of grain from long distances-River Plate, Australia and West Coast of America-to countries of quickly increasing populations such as our own, instead of as formerly from nearer sources-America, Russis, etc., which now have so much need for their own production-has created lengthened voyages for the present large merchant fleet. At the same time, it has to be borne in mind that increased foreign toppage takes much of the trade; especially of the Coal exports.

The contracts of the past year to our shipbuild ing yards include several steamers for the P. and O. Company's mail services; a steamer for the Hamburg American Line, reported to be larger than the Cunarder Mauretania although not so fast; a steamer of 23,000 tons gross for the Holland-America Line; steamers for the Assignatione Ger ale Italiana. Lloyd's Sabaudo (of Ita.y), Chargeurs Réunis, the Pacific Steam Navigation Company the Booth Line, and several large oil carriers. The orders for ordinary cargo steamers, as already mentioned, have been comparatively few, which, from the shipowner's point of view, is advantageous; but, nufortunately, the decrease of work is causing much distiess among the working-men. The monies wasted by the men in strike pay in good times when work was plentiful would have now relieved the distress. If there is any hones y in Socia-

At the commencement of the past year it was reported there was a large demand for steel and | rejected. iron at home and from America and Jupan, but Another step in the decline of the Thames countries are supporting their shipowaers by interest in manufacturing for this industry has granting loans on shipping at moderate interest. occurred in the retirement from business of the A powerful amalgamation has been made in

demanded by engineers and other workmen - in the first quarter of the past year which the La Velcce, Italian and Lloyd Italiano Commasters, with the knowledge that further orders to follow the current work were source, declined to concede, and an agreement was made with and combined with these Companies are some the men postponing any increase until the state of the principal Italian shipbuilding yards. of trade warranted such; but in September, when the prospects of work were still more in different parts of the world were followed unfavourable, the mon repeated their demands, by a similar disturbance early last year it in British and many foreign ports: labourers. labourers; Miners in Australia.

Coal was high in price at the commencement of the year, at 17s, for best Welsh, 12s, 6d Newcastle, advancing in February to 19s. 6d. and 14: 6d; respectively. In the North there was no reduction, but in Wales lower prices ruled during the following two months. In August the manipulation of the market, which appears to have been more probably the cause than demand, especially in Wales, got the price up to 21st 6d. Wales, 16s, Newcastle. Prices are now easier—the current figures being 18s. 61. and 13s. 6d.—with a general opinion that further reductions may soon be expected. Bunker coals, at foreign stations are higher, especially at South American ports, which are about 3s. more than last year. The prices at the shipping ports in India and Australia are about 2s, higher on the year. Exports of Coal from Australia have been very large especially to the West Coast of America. Natal Coal is coming into justified favour and been exported to some Added of new steamers and bought from Indian ports and River Plate having the advantage of cheap freight by steamers when in South Africa not having any other cargo to take away. Some important Railway contracts in I taly have been taken by American coal owners; the much lower price of this coal more than compensates for the higher freight from Ame-Removed of sailing ships about 185,600 tons, rica than from British ports.

Insurance rates continue firm at about the same level as the past year or two. The losses. of steamers have been moderate for the large tonnage affoat. The spirit of amalgamation has extended to Marine Insurance Companies in the singular form of transference to large Fire and Life Companies. The Standard Marine has been absorbed by the London and Lancashire Life Assurance Company, and the Ocean Marine by the North British and Mercantile Insurance Com; any. Other similar combinations ar spoken of. It is to be hoped that such union of strength will facilitate reduction of premiums.

The freight war, between British Companies and a German Company trading to India, which had existed for a long period, was terminated early in the year. The Workmen's Compensation Act extended to shipping has come into force and must prove an additional burde t our shipping, from which foreign vessels are exempt. British and German Shipowners have agreed on the same load-line for their ships. A few failures of Shipbuilders and Shipowners have occurred, but not of any great importance, which proves the solidity of this great industry, considering the state of the financial market throughout the year.

The remarkable Cu and liners Lusitania and Mauretania, of 31,938 tons gross, commenced running last year at a time not favourable to prove their best steaming capacity, although they have proved they are capable of maintaining 25 knots per hour The records of the working of their turbine machinery are doubt- boats. This condition has been brought about less being reserved until time, with such exceptional vessels, allows everything to get into

a working condition to give reliable data. The Australian Commonwealth mail contract made last year with a Syn loate which was to have commenced running this year has been cancelled and the subsidy given to the old contractors, the Orient Steam Navigation Company, to commence running in 1910 under Commonwealth flag. A Conference between British, Australian and New Zealand Shipowers was held in London early in the year, with the result that the Colonial trade will not be very attractive to British owners.

lism this would appear a good dootrine for its Ship Companies, involving big figures, engage those specially engaged in this trade, rates satellites to teach their adherents, by which ed in local trade, was made early last year. they would profit more quickly than they will but appears, through the financial crisis, to by the seed of disaffection that is evidently have been of short duration. The Sabsidy Bill introduced in the U.S. to encourage the development of a Mercantile Marine was again

Foreign Shipbuilding continues to extend. by the end of the first quarter the reports in In Japan there are building steamers up to regard to raw material were very different, and | tons press register with turbine later news came from America that there was machinery. The Japanese are also producing no demand. Owing to the high price of hematite, their own steel-plates and will doubtless soon Scotch Steelmakers increased their price of be able to supply themselves with all their ships plates in May from £7 12s, 6d. to £7 15s,, but and material. Australia is reported to consoon afterwards the reduced orders forced prices template becoming Shipbuilders and are favourdown, and by repeated small reductions plates ably placed for this industry, with their native are now down to £6 12s, 6d. Further decline coul and ore, of which latter a cargo has been in price appears likely and warranted by the sent to England probably to test its qualities changed condition of the demand from other for manufacture. The establishment of steamsources as well as shipbuilding, and from the ship lines from foreign countries during the knowledge that Shipbuilders have that our past year has been remarkably, and although Steelmakers have been supplying foreign many may face the experience of previous lines oustomers at a prior stated to be 15. per ton that have involved mer our losses and had to be lower than home orders. Copper is now nearly given up, they must affect the support lines half the price it was twelve months since, which from others ports have had in the past with enables Eugineers to substantially reduce their | cargo in transhipment. The new services prices. Prices of new tonnage to build are include the following : Scapdinavian ports and about 10 per cent. lower than a year since. Argentine; East Asia, Cubs, and Central Builders have requested a refuction of wages of America: Liban and Argentine; Italy and their men, which is necessary from the changed North America; South America and Pacific condition of trade. The amalgamation of ports; Austria and New Orleans; Greece and Messrs. Harland and Wolff, of Belfast, with North America; Holland and Argentine; Mar-Messra John Brown and Co., of Glasgow, is an | seilles and Cubs and Central America; Bordeaux addition to the strong combinations of Ship. and French West Indies; Japan a d Calcutta: builders that have been made of late years. Vancouver and Mexican ports. Some foreign old engineering firm of Mesers. Humphreys, Italy by the Navigazione Conerale Italiana London or Hull. which was the combination made many years Wages and Strikes, - nerensed wages were since of the old firms of Mesers. Florio and Messis. Rubattine practically absorbing the panies, thus giving them the control of the principal steamship lines running out of Italy, Bilbro.

The terrible earthquakes of the previous year pausing the employers to threaten a lock-out, Jamaica, involving great loss of life and which speedily made the men withdraw their property and a quake of a different nature, but request, and a joint agreement was made also bringing about considerable sacrifice of life which should preclude strikes in the future, and very serious loss of property, and, it is The men have evinced a disinclination to abide feared, far reaching distater, that it will take by agreements entered into by their leaders, and long to remedy, occurred in America early in to be dissatisfied with the financial state of the Autumn in a financial crisis causing the States and West Indies, Baltic, and for fruit their Unions, of which many of the branches stoppage of numerous large Banks and Trust are reported to be insolvent. Sectional strikes Companies, as well as Trading Companies, and of workmen, such as caulkers, carpenters, an unprecedented depreciation in American joiners, moulders, pattern-makers and blast Securities. Notwithstanding liberal assistance furnacemen, etc., have caused much interruption given by the United States Government with work. Strikes continue prevalent in and recourse to all the palliatives Amerialmost every branch connected with shipping, can Financiers could devise to relieve causing serious losses to employers and men, the pressure for cash, the demand has continued and in scarcely one instance securing any benefit so great that all the money markets have been to the men. There have been strikes of seamen | disturbed and had to raise their rates to the serious loss of all trades. Our Bank Rate in prominently longshoremen, for many weeks in January last was 5 per cent., declining to 4 per New York, which necessitated some liners cent. end of April; it was advanced to 54 per having to bring back part of their cargoes to cent. end of October, and early in November to this country and back again so as to maintain 7 per cent., at which it remains, being the highthe regular sailings; Dockmen, Railway men est rate for 3 | years. Money at this price is a in Argentine and India; Stevedores; Coal heavy burden to the amount of credit a large

Second Hand Steamers,-Numerous sales | Freights have with few exceptions been un- | Homewords,-Odessa to U.K., 10s. 6d. to 5s. | Were made in the first quarter of the year to satisfactory throughout the year, Considering 9d.; Danube to U.K., 13s. to 7s. 6d.; Alexan-English and Foreign Owners, in many cases to the high working expenses by dear bunker coal, drin to London, 10s. to 5s. 6d.; Bilbao to Car-Owners who generally build to their own increased wages of seamen and labour every. diff, 5s. to 3s. 74d.; River Plate (Up River), specifications, but who considered it better to where, dearer stores and great delays at home and 2%, to 9s.; Northern Ports, U.S. to U.K., 2s. thus supply their immediate requirements and foreign ports adding greatly to the expense of 21d. to 1s. 6d. per quarter. Gulf Ports to U.K., defer building antil prices come down sub- the voyage, it is surprising that all the steamers 2s. I 1d. to 2s. 3d. per-quarter, 13s. to 9s. net has closed with the shipping industry, both for stantially. Sales have since been slow, owing are kept running. When in 1891 freights were charter. Cotton Ports, U.S. to U.K., 34s. to to the unsatisfactory state of freights and in a similar state, there were 600,000 tons of 27s. 6d.; Pensacola to U.K., 91s. 31. 75s., lumheavy working expenses. The influence of steamers laid up in British ports, whereas now ber. North Papific Ports to U.K. or Mediters high cost of production caused a decrease in some forced sales has further caused a deprecia- there are practically no steamers laid up. That orders for new tonnage in the latter part of the tion in values, and prices are now about 15 per losses are being made by some of the freights or U.S., 25s. to 12s.; Bombay to U.K., 18s., to previous year, and owners, realising that cent. lower than twelve months since. Some and conditions of charter accepted by British forced sales have been made at much lower and Foreign owners is certain, and it is to be jute. Karachi to U.K., 18s. 6d. to 12s, 6d. regretted such cannot be arrested before the Burmah to U.K., 25s. 3d. to 19s. 6d.; Java to consequences cause serious disaster. Although U.K. or U.S., 28s. 9d. to 23s. 9d. The lowest shipping is exceptional, by reason of a vessel having to by fixed according to her position, the exception of North and South America, there ought to be a possibility of regulating freights-the same as prices are regulated in other branches of commerce and not for shipowners to be the victims of the many, business has not improved as the year prodevices practised for depreciating freights. gressed, nor can it be said the prospects are The past year's freights, in many directions, encouraging. It is no consolation to know have been very similar to the markets of fourteen, that in other directions of commerce the results years since, when rates were very low, especially have been still less satisfactary in the knowledge homeward; indeed, from Calcutta lower than that the recuperation of the slipping industry the worst last year. Some extraordinary voyages is largely in the hands of shipowners by restrict; have been undertaken last year. A steamer ing the addition of tonuage to legitimate was sent from the Tyne to Java in ballast to requirements, and combining to regulate load home at a very ordinary rate. When rates freights and distributing tonnage, that markets were very low from the River Plate in July, are not glutted and their rates demoralised. steamers were sent in ballast from the Plate to Java and Plate to Karachi to load home. A steamer was sent in ballast from the Plate to Natal, and then, finding the Indian market depressed, was sent on to Australia to load home, Steamers have gone in ballast from Bombay to Australia to load home. The result of such trading would make an interesting addition to the records of some of the valuable shipping periodicals now published.

A great assistance in supplying employment throughout the year for the larger cargo steamers has been the demand for tonnage from this country, the Continent and Australia to the West Coast of America. This has been further helped by the requirements of the 6. Government for cariage of about 200,000 tons of coal from the North-East Coast of America to the Pacito Coast for supplies to the American Fleet. The shipment of grain from the Northern Pacific ports to U. K. has provided renunerative work for a large unmber of steamers; indeed, the out and home require. ments of the West Coast of America have been the chief support of the large cargo steamers which have been so freely produced in the last three years. The delays on the West Coast have been very great, especially early in the year, waiting for homeward cargoes, and expenses have greatly increased. The Eastern market homewards was strong throughout the year until within the past tow months, when rates weakened and fell from 17s. 9d. early September from Karachi to 12s. 6d. now current. Other Indian perts have declined in proportion. From Australia a moderate business has been done for grain cargoes; the uncertainty of the crops, owing to the late drought, delayed chartering, but fixtures have now been made at 26s. 34 wheat to U.K. The China coasting trade. which formerly supplied employment to a large number of British, Scandinavian and German steamers, has practically ceased for such tourage. Many British steamers have been laid up in Chinese ports. Norwegian steamers, stated about 100, have left the Coast, also the German by the Japanese tounage which was employed in Government service during the late war, and increased by captured steamers, in all about one million tons, having taken up this trade. Many Japanese services are supported by Government subsidy. To Japanese coasting trade is now closed to i reign tonnage.

The River Plate trade, which is now the most important source of employment to the moderate sized cargo steamers, has supplied work throughout the year for a large number of boats at widely fluctuating rates both outward and homeward. At the commencement of the year the homeward rate was only 11s. A large combination of American Steam 6d. from up river, but, to the surprise even of advanced early in January and by the end of February were up to 20s, after which they gradually declined and in July were down to 9s. For the remainder of the year rates have varied between 9s. and 11s. For next Spring loading up to 18s has been paid, which with current rates out is inadequate for a long voyage on dear coal and costly labour and great

detention in the Plate, The orth American market has provided very poor homeward freights, which is no doubt owing to the now reduced export from the States being carried by the enormous supply of liner tonna ze. A large trade has been done in case oil from the States to the East, Australia and New Zealand, and in lumber to U.K., Continent and South America, but at moderate rates. From the Cotton ports fair rates have been paid for good measurement boats, especially since the financial crisis in America pressed forward cargoes for realisation.

The Black Sea and Danube have been disappoiting markets throughout the year. Early in the year the low rates from Black Sea caused some large steamers to be sent in ballast from the Mediterranean to load home from Bombay. Towards the end of July the prospects of large crops were reported upon favourably in Russia, when freights advanced and considerable chartering was effected, but in September the anticipated crops were not forthcoming freights declined, many charters were cancelled, and many observers failed. The reports for Spring shipments in this trade are very unfavourable. From Alexandria rates have been much in sympathy with the Black Sea, with chartering down to 5s, 6d, cotton seed to

Ore freights from the Meditorranean and Spain have varied considerably, and close at almost the lowest rates of the year, being a decline from the highest rates of about 2s. 6d. from Mediterranean and 1s. 6d. from

The Baltic trade is now largely carried on. by steamers on time charter, which merchants. get, especially foreign tonnage, at rates which cannot leave owners any profit. Coal freights have been better than of late years, and homeward rates, by the influence of the Baltic Conference of Shipowners, maintained at increased rates.

Time. Charters are increasingly adopted by Charterers for Line requirements, also for Indian Coal trade, Australian Coal trade, from Spain, for which some large steamers were taken last season. This form of employment has probably given owners the Lest results when the port of delivery and redelivery are such as not to entail great cost to the ship. Freights during the year have

varied as follows: Outwards.—Wales to Genos, 9s. to 5s. 6d.; Constantinople, 8s. 3s. to 5s., now 7s. 6d; Port Said, 8s. 3d. to 4s. 9d., now 7s. 3d.; Malta, 7q. 3d. to 3s. 91, now 6s.; Cape of Good Hope, 14s. to 11s., Adon, 10s. 6d ; to 7s. 9d , now 10s. 6d.; Colombo. 11s. 6d. to 7s. 9d., now 10s. 6d.; Bingapore, 15s. to 8s. 9d., now 11s.; River. Plate (lower ports), 18s. to 8s., now 8s.; Rio Janeiro, 16s. to 9a 3d., now %s 61.; Teneriffe, 7s. 6d. to 6s., now 5s. 9, West Coast of industry like shipping must always have current. South America, 23s. to 20s. 6d., now 22s.

rates homewords are those now current with

Burmah and Java. A review of the past year unfortunately shows that, for the shipbuilder and shipowner,

SCHOOLGIRLS' SOCIETIES.

organisations, denally called by some Greek letter. In the case of the Sigma Gamma 814 Society at New York, which is small, but very exclusive, the indignant mothers have just met to denounce the nerve-shattering ordeals undergone by aspirants to the degree of membership. What the society did to pretty Julia Mill, aged 16, rends like a tale of regimental "ragging," and much the same ordeal is prescribed for all girl neophytes. First the girl is half-stripped-that seems an essential part of the ritual in every case and at times they are blindfolded. What follows depends largely upon the ingenuity and resourcefulness of the fully fledged girl members, who can draw upon their own experiences. Poor Julia Mills's tests consisted of the fellowing property (1) Her hands were thrust into mercury, supposed to be molten lead,

(2) Her feet were jerked from under her, preparatory to her descent into a bottomless pit, pillows being thoughtfully provided to break

(3) She was made to clasp a wet glove, simulating the hand of death. - (4) She was forced to drink nauseous liquids from a skull.

(5) She was told to prepare for torture, and was branded on the back with a slab of ice, which she was told was ac

Julia's terrors were chiefly imaginary, but her suffering was apparently intense. In a half-hysterical state, she staggered home, and told-her mother everything, with the result that Mrs. Mills and other indignant mothers met, and decided to wither up and destroy the Sigma-Gamma Society with maternal wrath; and then start a crusade against all schoolgirl's secret secieties throughout the country.

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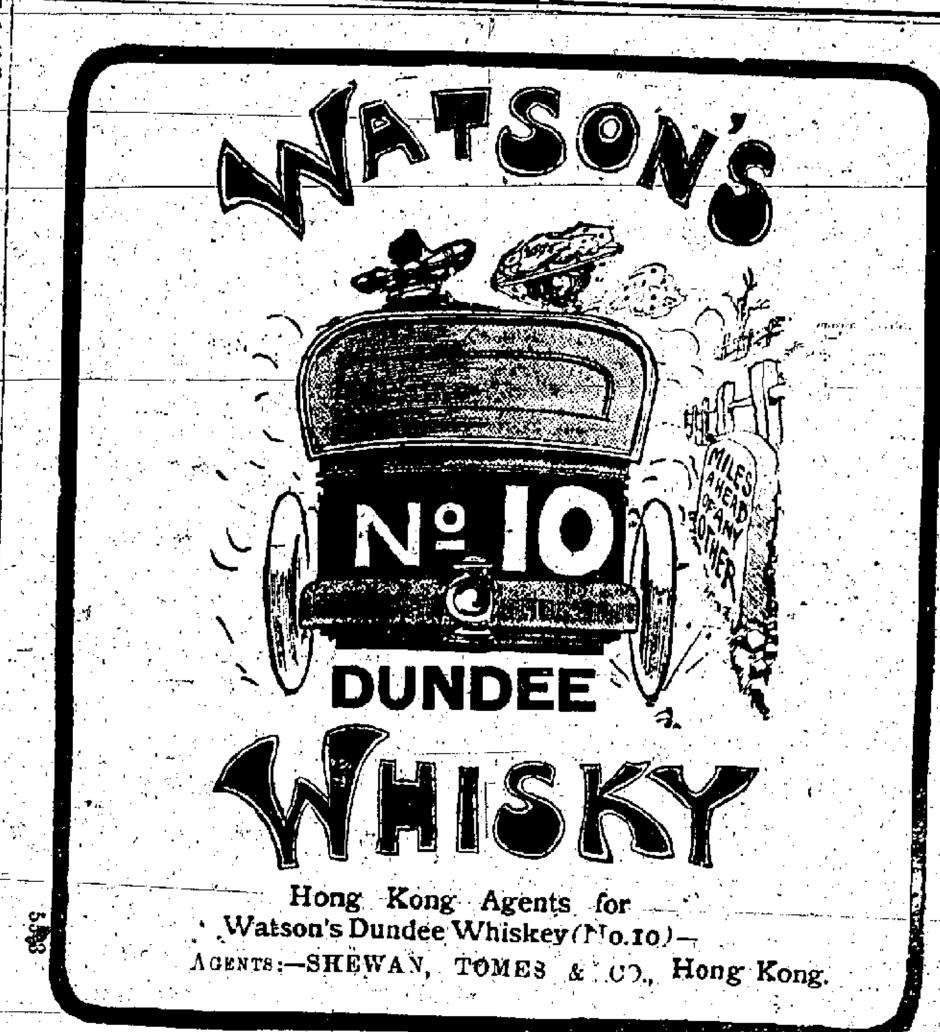
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Ham Ngau Yok—Corned Beef 1b. 20
Shiu Ngau Yok—Roast Beef..., 18 Ngan Lam-Brenat of Beef ... " Tong Yok-Beet for soup Ngan Yok Pa-Beef Stonk, Ngau Yok Ch'ong - Sausages 26 A Ngau No-Bullock's Brains per set Ngau Lek - Beef Steak, Sirloin .. 30 Ngau Le-Bullock's Tongue, freh

Ham Ngau Le ... corned ... 55.

Han Ngau Tau Bullock's Head... 85

Heart... 1b. 12 #4# Ham Ngau Kin-Beef Hamp. Ngau Kok-Ballock's Feet ... each 7 Per Ngan-lu-Bullook's Kidney ... " Ngau Mei-Bullock's Tail "

Ngau Kon -Bullock & Laver ... 1b. 12 Ha Ngau To-Bullock's Tripe, **的数任今** Ngan Tsai T'au Kök—Calves, 普牌学 Yong Pai Kwat-Mutton Chop lb. 24 Youg Po-Leg of Mutton 24 Youg Shau-Mutton Shoulder Your Tau-Sheeps Head per set 50 Your Sam-Sheeps' Heart ... lb. Your In-Sheeps Kidneys ... 10 Your Kon-Sheeps Liver ... 1b. 22

Ch Kok-Pigs Feet Ch No-Pig Brainsper set Ch Telp Pige Fry lb 14 Chu Iu-Pigs Kidneypair 10 Cha Pai Kwat-Pork Chop ... , 24 Chu Sam-Pigs Heart Chu Kon-Pigs Liver 1b. 30 The Cha Tsai-Sucking Pigs (to

中華 Shang Ngau Yau—Beef Saet ... 19 油羊生 Shang Yong Yau—Mutton Suet — 22 14 Ngau Tsai Veal Ngau Lapch ong Bost Sausges , 26 Nghu-Lap Ch'ong - Veal

Kai Taai-Chicken Bin Kai—Capons Pan Kau Doves each 15 Sang Sheng Shou Ap-Wild Duck, 90 Kai Tan-Hen's Eggs dos. 24 Shong Hoi Ya Ngoa - Gesse, Wild, -

Mai How Kai Fowls, Hainan ... , 28 Shanghai pair Pak Kop-Pigeons | Canton each 28, Hoikow 27 Om Ch'nn-Quail..... 49 To Tsai-Hard Shin Kai-Pheasant Chi Ku-Partridge each 60 春花来 Woa Fa Tsök—Rice Birds ... doz — So Te oi-Snipe..... each 22 Foa Kai Kung-Turkeys, Cock lb. 60

For Kai Mo-Purkeys, Hen ... , 45 Tam-Shou Yu-Canton Freshwater Fish Hai-Crabs , 20 Wong Mel Lun-Daos......

Tit To Shi -- Dog Fish , 9 Hoi Sin-Eels, Conger ,, 14 Tim Shui Sin-Eels, Fresh Wong San-Eels, Yellow HH T'i'n Kai-Frogs Tso Pak Yu-Herrings 20 Halibut 金花黄 Wong Fa Yil—Labris Lung Ha-Lobsters Shi Yu-Mackerol

Loach..... 5, 28 Chai Yu-Mullot 24 Mong Yu-Monk Fish 1b. 28 Ed Sing Ho-Oysters Kai Kung Yu-Parrot Fish ... " Tau Lo-Perch Hau Taz Yü-Pike...... Take Fa Po Tun—Plaice

Ming Ha-Pewns Pi Pa Sa-Ray Sik Kau Kung -Rock Fish ... " Ch'un Ya-Roach Alf Sa Yu-Shark 水是 Ma Yau Yu—Salmon, Canton Shang Yu-Salmon, Fresh Water, Ha-Shrimps 2 Po Yn-Skate

Kök Yü-Turtles, small, frosh water , 60 Pak Bit Yu-White Bait " Kam Shan Ping Ko-Apples, 里季東 Tin Tsun Pin Ko-Apples, C'foo ,, -

Hor Tong—Apples, small, Cheroo,,— 黑平本日 Yat Pun Ping Ko-Apples, Japanese lb. -重量编者 Shang Sheg Heung Taia— Bananas, fragrant, Canton , 3 理查山 Shang Houng Tsiu—Bananas

Young To-Carambola Fung Nut-Chestnuts, Chic see ,, 10 TE Ye Tex-Coccanuteeach 10 子垫着 P'6 Tai Tsz-Grapes... 1st ql. lb. -Ning Mong-Lemons, Chinese Kam Shang Lingmon-Lemon, ql. Lai Chi-Lichees, Fresh.....lst ql. --

,....3rd ,. 税技工 Lai Chi Kon—Lichess, Small lb. Ning Mong-Limes, Saigon...... Luisung Mong-Mango, Manfla On Nan Mong-Mango, Saigen ,,-FULL Shan Chuk Paz Mangosteens, per 1001st -KM# Yong Sai Kwi-Water Melon,

Sai Kwa-Water Melons China lb. Hong | Kwa - Musk Melon American..... each Passion Fruit, American ... each Papaw lat...... lb 10

American..... per lb.

2nd Pak Lam-Olives Chang-Oranges, Sweet " Chit Chat Chang-Oranges Swatow Crisco Other Chairg - Oranges, Macao , . -Small , -Tim Kat- Mandarin ,

West & Shai Sat Li-Pears, American lb -Rin Tai-Pears, Cooking, Canton .. -Sa Li-Pears, Shanghai...... Mil Hung Tsi-Persiminons large Mar Hung LimPlums, Swatow 養達本 Pun Ti Po Lo—Pineapple Pineapple Coong only ... 2nd

k Tal Tau -Plantains Luk Yau-Pumelo, Amoy ...each M ChimLoLukYau—Pumelo, Siam ... 10 San Hop To-Walnuts, Fresh 15 Hop To-Walnuts, Green 12 Shanghai Lo Kwat lb. VEGETABLES, &c.

竹油了撒上 Shanghai Ya Chi Chuk-Artichokse, Shanghai A Loong Soo Ts'oi - Asparagus, dos. -本件 Chuk Sun—Bamboo Shoots ... lb. — 孟華 Ngi Tsdi-Beans, Sprout 4 At Tau Kok- , Long..... Min Tau- Broad Pin Tau- , French, Shai , 10 O Moon Bin Tau-Beans, Hung Tau Ta'o i-Bestroot ... each 2 ## Tsing Ke-Brinjals, Garcon... 1b.

₩ Yuen Ke- " Red...... Pak Twoi-Brassica * Chuk Shun-Bamboo Shoots Kai Te'oi-Cabbage, Chinese 西非海上 Shai Kai Ta'oi-, , Shanghai each # Te Ta'oi Fa-Cauliflower each 7 花菜等大 Ta Yo Tsoi Fa-, Large Size .. 12 在文章中 Chung Ye Ta'oi Fa—Cauliflower.

Med. Size 西岸 Can Ta'oi-Celery, China lb. 香芹 Young Can Ta'oi—Celery, Eng. Fu Kwa-Bitter Squash Kon Lat Chiu-Chilies, Dried 2 Mar Toing Lat Taiu-Chilles, Green , 25 EEE Hung FE Taiu-Chilles, Red ... , 25 ig Ts'ing Kwa—Cucumbers

舞動麗館 Lt Li Ts'oi Liu—Curry Stuff. English Mi Ch'ung Tau—Garlic..... 基. Lo Keung .- Ginger, old Tes Keung-Ginger, young ..., 14 Ts'ing Tau-Green Peas..... 1144 Kan Lik-Horse Radish, S'hai 28

Buk Mai-Sweet Cornpiece A Young Shang Ts oi -Lettuce Much Molon. ARE Shang Tso Ku-Mushrooms, 35

Mo Ke-Ochra Man Young Turing Tau -Onions, B'bay, Shang Ts'ung-Onions, Green ... max B Yat Pun Is ung Tan Onions. Japaness 國產業上 Shanghai Ta'ung Tau—Onions.

, Shanghai Mo ka -Okroes..... 及光算 Young Yuen Si-Parsley, Eng. bundle ... per la 20 日本資品 Foochow Shu Tsai—Potatoes. Foothowlb. 日本主 Shanghai Shu Teai-Potatoe. to Shanghai lb. 8

仔書本日 Yat Pun Shu Tsai-Potatous, 併書門機 O'Mun Shu Tsai-Potatoes. Macao 仔書試在 Fa Ka Shu Tsai—Potatoes.

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